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C. C. Moore

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OBSERVATIONS
ON
THE MANAGEMENT OF TRUSTS
FOR
THE CARE OF TURNPIKE ROADS,
&c. &c.

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OBSERVATIONS
ON THE
MANAGEMENT OF TRUSTS
FOR THE
CARE OF TURNPIKE ROADS,
AS REGARDS
THE REPAIR OF THE ROAD,
THE EXPENDITURE OF THE REVENUE,
AND THE
APPOINTMENT AND QUALITY OF
EXECUTIVE OFFICERS.
AND UPON
THE NATURE AND EFFECT OF THE
PRESENT ROAD LAW OF THIS KINGDOM,
ILLUSTRATED BY EXAMPLES
FROM A PRACTICAL EXPERIENCE OF NINE YEARS.



BY JOHN LOUDON M^CADAM.

LONDON:

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AND GREEN.

1825.

DEDICATION.

To SIR THOMAS BARING, Bart. M. P.

SIR,

SOME years ago, I ventured to lay before the Public, a small Work containing my opinions upon the Management of Turnpike Roads; the result of many years of anxious inquiry, and of some practical experience. This little Work has been received with so much indulgence by the Public, as to have seen its Eighth Edition. I am, therefore, encouraged to lay before them such further information, as the increased experience of nine years has enabled me to authenticate. Perfectly aware as I am that the science of constructing and repairing Roads to resist the unstable

climate of this Kingdom is of the utmost consequence, I consider it an imperative duty to communicate whatever information my unremitting attention to the affairs of Roads has obtained, without weighing for a moment the consequences to an individual, in the hope that my hints may be improved upon for the benefit of the Country.

I had occasion, formerly, to remark upon the very unusual circumstance in this Kingdom, that a discovery so practically useful and available in every situation, had not been immediately adopted: especially when it had received the sanction of Parliament for its simplicity and economy, and the general approbation of the Country.—I attributed this circumstance to want of due exertion and encouragement on the part of the principal Gentlemen in the Counties, who are the natural and only

proper guardians of the Public Roads ; as in every other branch of domestic economy, the People of this Country are found so skilful, and so ready to avail themselves of every useful invention.

Without having any reason to doubt the bad effects of this supineness, I may now venture to express my entire conviction, that another and greater cause exists in the defects of the whole system of Road Law ; and that this defect is indeed the origin of the first and of the whole extent of the evil. It is, therefore, principally with a view to shew that my opinion is confirmed by my experience on this part of the subject, that I venture a second time to present myself to the public notice ; and to claim the protection of your estimable and respectable name, in introducing the subject to general notice ;—not without a hope, that you may be induced to give your valuable attention

to this difficult and interesting business, and to lend your powerful support to measures for amending the defective state of a system of so much importance to the general welfare.

M'ADAM ON ROADS.



IN a Country like England, inhabited by an intelligent people, well educated, active, and enterprizing, where every hint at improvement is eagerly caught at and prosecuted with spirit, it is only possible to account for the apathy respecting Roads, and the want of exertion in prosecuting the means given for improvement, by shewing that a strong counteracting principle exists in the defects of the Road Laws, and that although much want of encouragement has arisen from the prejudices of old practitioners—the great obstacle to success remains in the zealous opposition of those who profit by mismanagement in various ways.

Examples of good management and practical improvement, combined with economy, have been presented in every part of the Kingdom for a period of seven years; yet it is a notorious fact, that a complete reformation has not been effected in a proportion exceeding a sixth part

of the Roads of the Kingdom. Imitations of a better method of constructing the Roads reluctantly undertaken by former officers, have been badly or expensively executed. Few persons of ability have appeared to encounter the dangerous opposition experienced by unsparing reform ; although many pretenders have started up to embarrass the public opinion.

Opposition founded on self interest is very indefatigable, and if the motive remain, will generally prevail. In most instances, gentlemen have interested themselves for the purpose of introducing a better system with great success ; but the Roads being reformed, the object of attendance ceases with them, their vigilance relaxes, and leaves the field to those whose private interests are wholly opposed to the public. Every practice is resorted to that can impede the measures employed for the advantage of the roads. A desire for removing all respectable superintendance is indulged under the pretence of further economy ; or if the roads have been put into a strong condition, the more destructive plan of letting them at low contracts for a few years is adopted. Contractors are thus suffered to engross the proceeds of the Tolls which the previous good construction of the Roads enables them to do, until they are fairly worn out, the

most ruinously expensive plan that any Trust can adopt.

It has created feelings of the deepest disappointment in those individuals who have so extensively (and it is trusted, not without gaining some information,) laboured in the improvement of Roads, to find the Legislature leaving untouched those great moral evils which alone prevent the Country from enjoying the good Roads which they much more than pay for; while the invaluable time of Parliament is occupied in discussing and trying to remedy a few physical evils respecting Wheels, Weighing Engines, &c. &c. of really very minor importance. If, instead of attempting to regulate the form of wheels, and the weights carried, (which every one who knows the nature of a good road and its construction, must consider of very little comparative consequence,) the Legislature would take measures to prevent local interest from diverting the money paid by the public traveller from its proper object, and would, as in all other cases, make the administration of the public money levied at toll-gates, amenable to some impartial tribunal, to which no well intentioned Trustees would ever object; such measures would secure a valuable system to the Public, which at present depends on the

personal efforts of a few individuals, assisted only by fortuitous circumstances. Among the latter the most powerfully instrumental have been the examples afforded by the two largest Trusts in the Kingdom: viz. Bristol and Exeter.

Were the Legislature and the Government to unite, in enquiring into the real evils of the present Road Laws, and the remedy pointed out by experience in these two Trusts, there can be no doubt of an immediate amendment of every road in the Kingdom. A saving of at least half a million annually, would be made to the Country, of toll duties; and the agriculture might be wholly relieved from the burden of Statute Labor.

The following account of the affairs of the Bristol District, during the last eight years, will afford strong proof of the advantages derived from the system of management voluntarily adopted by the Commissioners of Bristol.

In order to understand fully the beneficial influence of the new system, as exemplified in the present prosperous situation of the Bristol District of Roads, it will be necessary to take a view of the former ruinous state of the Roads and Finances; as appears distinctly in the Reports of a most able Committee in 1815.

Extracts from the Reports of a Committee appointed to ascertain the exact amount of the general Income, Expenditure, and Debt of the Bristol District, March, 1815 :—

“ Your Committee beg leave to present to this General Meeting, the Account at conclusion of this Report, which presents at one view, as nearly as they have been able to make out the same, the whole of the Debt, Income, and Expenditure of every road, in each year from 1802 to 1812 inclusive, with the total result with respect to all the roads, (except the Winford Road) and they are concerned to see the result is, that during these ten years, only two of the roads, viz. the Aust and Horfield Roads, have been able to maintain themselves in the state they were in, in 1802 ; that neither of these two Roads have been able to pay £100. of the debt it then owed, and that neither of the other Roads has been in any degree able to support itself, but has greatly increased the debt then due upon it, and the result as to all the Roads taken together (exclusive of the Winford Road) is, that so far from being able to maintain themselves in the state they were in, in 1802, their inability has been so great, as to increase the

" aggregate debt upon them, which then
" amounted to only £22,827 to £34,565."

Memorandum.—The Debt on the Win-
ford Division is afterwards stated
from an account kept by the Clerks,
to be £10,400
To which add Debt of the other three
Divisions, as stated above . . . 34,565
Total Debt in 1812 . . . £44,965

" That in their judgment, the only means to
" accomplish the desirable ends you have in
" view, viz. *the liquidation of the present debt,*
" *and preventing further accumulations,* will be
" to erect additional toll gates; every toll
" gate to receive the full tolls payable at the
" present; and your Committee think it their
" duty plainly to declare, that they see no alter-
" native; that the measure they recommend
" must be adopted, or the roads which are now
" insolvent must go to utter ruin."

" That an immediate stop be put to all farther
" extensive improvements. Yielding to what
" appeared to them the extreme necessity of the
" case, the Committee suggested this very
" measure, though they confess with extreme pain
" and reluctance. Every obstacle to rash or
" needless expenditure of this kind should be

" interposed; but to shut the door entirely
 " against improvement, to say that no road shall
 " be widened, no hill lowered, or no hill entirely
 " avoided by a change of direction, is a dire ne-
 " cessity, which taking it to be such, they can-
 " not but deplore, as there is hardly a road
 " leading to this great city, which is the centre
 " of the Trust, that does not, more or less,
 " call for something of the kind."

With regard to the general management of affairs, the investigations of the Committee placed the very inadequate system of control over the roads in so strong a light, that the Committee considered themselves called upon
 " To declare it to be their opinion, that the
 " business relating to Turnpikes has not been
 " well managed; but appears always to have
 " been in a state of obscurity and perplexity,
 " without method or regularity: that the sys-
 " tem of management has been radically bad;
 " without any head or focus to give it force or
 " effect; and that in a Trust of so much im-
 " portance, (no less than the receipt and ex-
 " penditure of £14,000 annually) a clear and
 " efficient system ought to be observed."

This Committee had not entered upon the accounts from 1812 till 1815 (when the Report was given in) but the debt was afterwards found

with the addition of a floating debt of £1,470 to amount in March 1816 to £45,236, 9s. 3½d.

These proceedings sufficiently shew the desperate state of the finances ; the loose improvident mode of accounting and managing (and, connected with the general notoriety,) the lamentable state of the Roads in 1815.

This Report was the occasion of much discussion, and a valuable paper, containing observations on the Report, was printed ; wherein the lamentable state of the affairs of the Trust, and the very bad condition of the Roads, are fully corroborated. Although some differences of opinion, which are no longer interesting, arose, as to the *cause* of the evil, and also to the *form* of the remedy, the necessity of concentrating the authority of the Commissioners into one focus, for the prompt and vigorous execution of their orders, was very generally supported.

The above Extracts have been selected as shewing most distinctly the state of the Bristol District at this period : but the entire Papers are given in the Appendix, Nos. 1, 2, and 3. If attentively perused by any person conversant in the affairs of Roads, he will perceive, amidst some local matter, that the nature of the evils complained of is essentially the same in every Trust throughout the Country. The weak and

mistaken principles of the Road Laws, originally framed with the timidity of ignorance, are clearly to be traced in this statement of grievances: nor have the superior advantages which the Bristol Trust combines in itself, as compared with others, enabled it to withstand the influence of a system of legislation originally and inherently bad.

The executive business of the Roads of the Country, and the expenditure of the funds having fallen into the hands of the lowest order of society, under the vague control of the deliberative body of the Trustees, has occasioned such gross errors as generally induce some individuals of the several Trusts to assume a direction un-sanctioned by law. In the smaller Trusts this task is generally undertaken by the Clerk; in many instances by the Treasurer, and sometimes by the most constant attendant at meetings as perpetual Chairman. It is not intended to insist upon the many cases where this irresponsible power has been perverted to very unworthy purposes; but to shew that in every case it is weak and futile, and incapable of being exerted with any beneficial effect. Even the Bristol District, which, from its extent, being the largest in England, from the respectable station of the great body of the Trustees, and

above all, from the various District Meetings being subject to the control of a General Meeting of all the Trustees, seems raised above all fear of the interested influence which is the bane of the smaller Trusts in the Kingdom, presented, nevertheless, the same picture of general mismanagement. A large increasing debt, obscure and perplexed accounts, dilapidated funds, peculation, fraud, and ignorance among the inferior officers, ineffectual control, and misdirected authority among the higher; and the Roads, for which such large sums were drawn from the Public, and these gratuitous services exerted, were nearly in ruins, and some of them under notice of indictment.

The remark above quoted, respecting the weak and undefined mode of transacting the affairs of the Trust, and the want of an efficient executive power, or, as it is expressed, "a *Focus* " to give it *force and effect*," was the dictum of a sound judgment, exercised in investigating all the existing evils of the District, and in tracing out their true causes.

Notwithstanding the many impediments which could not fail of being fully appreciated by a mind long engaged in the consideration of Road Affairs, it was at this period of difficulty and embarrassment that I first proposed to my col-

leagues to take the decided step of adopting an entire new system of constructing and repairing the Roads, with a view to durability, economy, and the public convenience; and at the same time, to place the Surveyors and the management of the various operations in the District, under the control of a vigilant executive department.

It may appear unnecessary to enter into any explanation of the *mechanical* part of a system now so well known, and of which every thing that could be conveyed by written instructions, has been in the hands of the Public for years. The patient and laborious investigations of the House of Commons, and the high sanction of their Reports, together with the experience of eight years in the most trying situations, have now decided on the value and importance of this invention: and the consequence has been, a general desire for imitation throughout the Country. It is, however, impossible to impress too often, or too strongly, the necessity of understanding the simple scientific principle upon which depends the safety, durability, and economy of all Roads constructed upon this plan.

Were the success which has attended the *administration of the affairs* of the Bristol District since 1816 likewise thoroughly understood,

it might be the means of inducing the Legislature to secure to the whole of this important branch of the public service, those benefits which the exertions of an individual, while steadily supported against the pressure of existing difficulties, have afforded to this single Trust.

The direct control established over the Surveyors in the most trifling details, the simplicity and clearness of the accounts; the prompt execution of the Road Laws; the open and public manner of conducting the business, which, while it precludes all possibility of fraud or collusion, has also prevented the interests of individuals being in any way compromised; have sufficed to render the Bristol District a deserving example to the Road Trusts of the Empire.

It is due to the Commissioners of the Bristol District to remind the reader, that to their discernment and patriotic exertions the Public are indebted for the original adoption of this system, which has already produced such important benefits to the community at large. So great was the alarm spread among the lower orders, the farmers, and trades-people at the commencement of the year 1816, that it required no common degree of firmness to persevere in a plan which had no precedent, nor even the experience of a single season to support it. It

was, therefore, of vital importance to the success of the measure, to shew from the first its decided superiority: and the most zealous exertions and utmost resources of the original proposer were employed to second the laudable designs of the Commissioners.

As a preparatory step to the taking a responsible charge of the District, it was absolutely necessary to make the Commissioners acquainted with the real causes of the bad condition of the roads, and, generally, with all the details of this obscure and perplexed business :—an undertaking of considerable difficulty, as scarce any of the Surveyors were found capable of giving an explanation of even the practical operations on their several roads; or of the necessity for the large sums of money expended in attempts at their repair.

A most careful and minute examination was made of the whole roads of the district: their strength was ascertained as respected quantity of metal; the quality and size of stone used; the manner of application and consequent condition of each road for public use; methods of draining; manual labour; carting; prices paid under each head, and every other particular. The information thus obtained was embodied in a Report, which is given nearly entire in the

Appendix, No. 4. This Report will shew the ignorance and incapacity of Surveyors; the want of all effectual control over the most lavish expenditure; the inexplicable confusion of accounts; the absence of all system or scientific mode of constructing the roads, every part being differently formed, and managed according to the varying opinions of individuals; and that these causes were amply sufficient to occasion the alarming results complained of in the Report of the Committee in 1815.

In January 1816, after the necessary arrangements were gone through for establishing the new system of management, a printed paper was sent from the Road Office to each of the Surveyors, containing questions respecting the management of their several Roads, and the sums expended in the repairs; and with directions for inserting the answers.* These papers, when filled up, were deposited in the Office, as a check upon the irregular conduct of the then Surveyors, some of whom were strongly suspected of practices very inconsistent with their duty. The following extracts from a communication since made to a General Meeting, will shew some of the difficulties which stood

* See Appendix, No. 5.

in the way of all reformation of the roads and their affairs.

“ When I first took upon myself the arduous task of reforming both the roads and finances of this district, I found that the greater part of the evils were occasioned by the dishonesty and incapacity of the Surveyors. The obscurity and confusion in the mode of keeping the accounts, the want of method, of uniformity, and of the means of effectual control, as mentioned in the Report of 1815, rendered the malpractices of these Surveyors very difficult of direct proof; and it was nearly a year and a half before I succeeded, by means of a better mode of accounting, in bringing forward proofs sufficient to procure, from the patient justice of Englismen, the removal of the last of these men.

“ So great were the obstacles which the former Surveyors (with a few honourable exceptions) raised to a system, calculated to oppose an effectual barrier to all future peculation and fraud, that I was obliged to call in the assistance of several members of my family during the first years of my office. The labour bestowed on the service of the roads was only measured by our opinion of its necessity and usefulness, ourselves perform-

“ ing the duties of the Surveyors, who in many instances were detected instigating the labourers to injure or retard the work.”

“ When at length the Commissioners succeeded in procuring a body of respectable and efficient Surveyors, as the system which they were required to execute was entirely new and unknown, it was necessary for us to instruct them in the very rudiments of their calling. Although the labour on our parts was very great, it is but justice to the zeal with which they have applied to their duties, to declare, that much of the celerity with which the orders of the Meetings are now carried into effect, and the ease with which the Surveyors are controlled and directed, arise from their zeal and fidelity, after being carefully trained and instructed by myself and my family.”

“ Being unwilling to occupy the time of the Meeting longer with what relates to myself, I shall merely state, that in accepting the charge of the Roads of this District, I could have no view to profit, the expenses attending the situation having very nearly absorbed the whole salary. I had other and more extended views, when I undertook the difficult task of bringing order out of the confusion in which

“ I found the affairs of the Trust. I expected
 “ and obtained a reward which was far above
 “ price, in the kind indulgence and confidence
 “ of the Trustees, by which I have been enabled
 “ to make this Trust an example that has been
 “ followed and imitated from one end of the
 “ Kingdom to the other, and which has obtained
 “ the sanction of the Legislature, and the ap-
 “ probation of the whole Country.”

The manner in which the Surveyors were instructed to give in their accounts and reports of every particular respecting their several roads, in future, was distinctly stated to them in the following circular Letter, which has lately been altered and arranged to suit the regulations of the New General Turnpike Act, and the form printed as a guide to the Surveyors.

To the Surveyors of the Road,

Office of Roads, Bristol, 20th Feb. 1816.

Sir,

IN obedience to the orders of the Commissioners, you are directed to give in a report to this Office, at the end of every second Week, commencing on Monday, the 26th instant, and giving your first report on and up to Saturday,

the 9th of March inclusive, and thereafter every second Saturday.

Your report is to state:—

1st, A list of the Labourers employed on day wages, and the sum of their wages carried out for two weeks.

2nd, An account of the quantity of contract work, if any, in two weeks, with the amount of the expense.

3rd, A relation of the manner in which the Labourers have been employed for the two weeks, specifying each man on each day.

4th, An account of the quantity of work done by the Labourers, in two weeks, as nearly as the same can be made.

5th, An account of Waggons or Carts, if any, employed in the two weeks, with an account of the expense.

6th, An account of work done by Waggons or Carts in the two weeks.

7th, An account of the quantity of stone carried to the road, or laid on it in the two weeks, distinguishing Statute Labour.

Memorandum.—In every case of laying any additional stone on the road, or any part of it, you are particularly directed to ascertain the real strength of the part of the road where such

stone is laid, and the reason of its being necessary.

8th, You will report any incidental expense incurred in your division in the two weeks.

You will sign and date your reports, and direct them to me at the Office of Roads, Bristol, and transmit them by post or otherwise, so as they may be received at the Office on, or before, the Tuesday following.

Should any explanation of the above order be wanted, you may apply to me at the Office on Tuesday and Friday of every week, between the hours of Ten and Two.

The subsequent control of the Surveyors in the execution of their duties, as connected with auditing accounts and examining the reports, was not confined to office business, which is a mere clerical examination respecting calculations, but has been most diligently attended to, by comparing the quantum of work done, with the money paid; and by a minute acquaintance with the quantity of materials necessary for given measurement of repair; with the adequate value of procuring, preparing, and transporting materials, according to the several qualities, places where obtained, and distance carried: these, with some other private checks, which

experience, during many years' investigation of road affairs, had shewn to be effectual, have been kept in constant and unremitting operation.

By these means were discovered and proved, the peculation of several Surveyors, who were discharged from this Trust.

These checks have also afforded the means of doing justice to the characters of some of the Surveyors now employed in the Trust; anonymous letters have at various times been sent to the office, containing plausible charges against the Surveyors; but by the application of private checks, and the power of correctly judging of the details of operations, arising from habits of scrutinizing attention, it has always appeared that such charges have been founded in malice, or a desire of some individual to obtain the situation.

The preliminary measures above stated, although calculated to arrest the progress of farther mischief, did not remove the difficulties that presented themselves at the very commencement of the improvements.

The several lines of road, which then amounted to 149 miles, were in a deplorable state of disrepair, some under notice of indictment, and none in a good condition: each road

was in debt to its particular Treasurer, besides an undefined floating debt: the Surveyors were universally ignorant of their duty, most of them disaffected, and some dishonest.

The exhausted state of the funds, the urgency of the case, and the want of skill in the officers, rendered it impracticable to effect an entire reformation of the roads in one season. The original mischief introduced in the form of large stones into the roads, was so extensive, that it could not be removed at once, and replaced by a road constituted on economical and scientific principles.*

A temporary and less expensive course was adopted: the surface was removed about Four Inches deep, the shape of the road rectified, the drains made good, and the stone, after being

* This description of the situation of the Bristol District, in 1815, applies to almost every Road Trust in the Kingdom. As long as money can be found to expend, so long Trustees continue to proceed with the old defective system, under their own uncertain direction: and it is not until the roads are in ruins, and the funds totally exhausted, that they are induced to apply for a better system of management. No sooner are the roads put into good order, and a balance, the effects of economy, in the Treasurer's hands, than they are eager to return to the former course; as if unconscious that the good condition of the roads, and reformation of the finances, had been produced by very different means. There are already several instances of Trustees having reduced the Roads a second time to bankruptcy and ruin, and of their making a second application for assistance.

prepared, was again laid on. In this manner one hundred miles of the Bristol District were made smooth, and convenient for public use, during the first year: and the same process was continued until the whole was reported in smooth order.

The roads thus smoothed are equally convenient for the traveller, although they do not last long, on account of the hard bottom on which they continue to rest: and also because of the unceasing action of the large stones beneath. These two destructive properties will always exist, in roads constructed on the old erroneous plan, which seems to have aimed at forming artificial tracks of rocky ground; instead of making a solid dry path on the natural soil of the country, and then covering it over with a water proof coating of some durable material, to preserve it from the rains of this moist climate.

Wherever the original evil of the larger stones has been removed entirely, by persevering exertions, the roads, formed on better principles, have become not only smooth but solid and lasting, and the surface requiring very few repairs.

In removing the ill-prepared materials of which the Bristol Roads were formed, it was found that various methods had been formerly

resorted to, with a view to strengthen the roads. Ignorant of the simple and true principle, that the native soil kept dry, really supports both road and carriage, many inventions had been put in practice. That all such expedients are at least useless, if not positively injurious, is proved by the fact, that roads so constructed, have always gone to pieces in the winter. The common method of placing large stones beneath was of most frequent occurrence, but this mischievous plan had been effected in various ways. A part of the Aust Road was made with round pebbles from the sea shore of various sizes; the largest were placed underneath, but gradually worked up, by which it had assumed more the appearance of a broken paved street than a turnpike road. Over Breslington Common, the whole of the original soil had been covered, at great expense, with large flag stones. These had continued to be shaken and moved by the elasticity of the road, and kept the surface, (as all large stones do,) in a loose open state, pervious to water. On being taken up, the flag stones were found almost entirely turned upon their edges, and when shaken, had acted with the force of a lever upon the road, which had been found to crack and sink alternately: the

cause, being at a considerable depth, was not discovered for some time.

These early and temporary operations (dictated by expediency) in the Bristol District, have been practised in most Trusts in the Kingdom, where the Trustees have sought advice, and been solicitous for the amendment of the roads under their care: and always from the same motives of economy and of expedition in rendering the roads usefully available to the Public. Many persons have mistaken these superficial amendments, for roads completely formed on scientific principles. Hence has arisen much of the disappointment that has taken place, through attempts at imitation, by ignorant and inexperienced persons, whose knowledge and abilities could carry them no farther than an imperfect and blind imitation of an expedient; but being totally ignorant of principles, could make no practical or useful application of them, so as to meet the many exigencies that are constantly presenting themselves in Road Practice.

The great principle of rendering the natural soil of the Country the real and effective bottom, upon which to place a road, is not changed by change of soil, the principle applies to every earth, and in every situation; the reason we require artificial roads in Europe is that the soil

becomes soft from wetness; were the natural earth always dry, nothing could be preferable for being travelled upon, it would never wear out, nor would any carriage, however heavy, sink in it.

The object to be aimed at, therefore, is to keep the natural soil dry, and this must be done both by defending it from ground water, and from that which falls from above. In the knowledge of the measures requisite to effect those objects, consists the whole science of road making.

The Bristol Trust presented every kind of soil known in England, Clay, Loam, Sand, Marle, Blue, Red, and White, Alluvial Soil in the Marshes of Somerset, and Limestone Rock almost naked on Mendip Hills. Upon all these various soils, Roads stand at present, of the best descriptions; the thickness from seven to ten inches; well drained, so as to be defended from under-water, and the road so well constructed as to be impervious to rain.

The greatest difficulty has been found in making Roads over naked rock: experience soon discovered that a road, placed between the wheels of carriages and the rock, was worn away in a comparatively short time; and it was

found profitable to remove part of the rock, and to replace it with road sweepings, common soil, or any soft material.

The Roads on the Marsh continue to be the least trouble and expense in repairing.

The drainage, done at the expense of the Commissioners of Sewers, keeps under water, at all seasons, about two feet below the surface upon which the road lies; and this surface is covered by an impenetrable road of about seven or eight inches in thickness: thus the two feet of alluvial soil that are placed between the road and the level of the drain, are always dry and capable of carrying any weight; whilst the elasticity natural to the whole of such a body, from its position, gives it a yielding and a spring, that is favourable to the wear of the road above.

The benefit that resulted from the adoption of this system on the roads, under steady and efficient control, were speedily apparent both in the excellent condition of the roads, and the revived state of the finances; the former being rapidly made convenient for public use, and the accumulation of farther debt rendered unnecessary. At a General Meeting in the following year, 1817, the Report stated: "That the amendment of the Roads had proceeded with success; " that there was no part of the Roads in the

“ Bristol District in a bad state; that much
 “ had been done in permanent improvement;
 “ that the floating debt of £1,400, was paid off;
 “ that the balance of Treasurers’ accounts, from
 “ being against the Trust £365, was turned to
 “ be in favour of the Trust £614; that the prin-
 “ cipal debt was diminished £729.”

This Report is given entire, with several others in the Appendix, No. 6.

The encouraging evidence afforded by this Report, of the real merits of the System, while it justified the confidence originally reposed in the Inventor, induced the Commissioners to continue to afford him their most zealous and unwearied support. Testimonies of the steady approbation of the great body of the Trustees are recorded in various votes of the General Meetings, during the whole period in which the System has been in force: to which high and unquestionable authority may be added the Report of a Committee, composed of the General Treasurer, and the District Treasurers, appointed to inquire into the nature of the expenditure of the Trust, in the year 1822.

See Appendix, No. 7, the whole Series.

The authority of the Commissioners, and the activity of the Executive Department, being thus exerted in unison, during a period exceeding

eight years, have produced such beneficial results to the Bristol District of Roads, as have far exceeded the expectations of the most sanguine of the early advocates of the new System.

Without adopting the rigorous measure recommended by the Committee of 1815 of placing additional gates and receiving the full tolls at such gates; the Roads have been reclaimed from their very bad state, gradually reconstructed on the new principle, and maintained in the finest condition, with even a general increase of strength, at a less expense than the cost of the former rough inconvenient Roads; and instead of abstaining from all permanent improvements, the order, economy, and good management at present established in the District, have placed in the hands of the Trustees the means of making improvements on such a scale, and to such an extent, that in 1815 could not have been contemplated.

The statement given in the Appendix No. 8, will shew the immense extent of the additional work which has been effected in the Bristol District, since 1816: the sums expended on which service amount to upwards of £31,000.

The statement of the Expenditure for the last

eight years, likewise inserted in the Appendix No. 9, is a most important document, as shewing that the same revenue, wisely and uprightly applied, not only sufficed to put all the roads into excellent condition, but that there was a saving made, whereby the Trustees were able to make permanent improvements to a great extent: that twenty-eight miles of additional road were taken into the Trust by the Act of 1819, which were either made on new ground, or reclaimed from narrow parish roads: that a considerable quantity of land was purchased, and a comprehensive Act of Parliament obtained: and that these expenses were covered by savings, except the very small sum of £1,836.

That the road expenditure for the ordinary repairs, has only averaged in eight years a sum of £10,850. 5s. 5d.. including the additional new road, while the smallest sum that can be conjectured, previous to 1816, is £12,000. paid for keeping up the old roads, 148 miles, in their then miserable state.

The increased revenue of the Trust since the year 1819, will be found in exact proportion to the increase of miles of road of the district, and the surplus, if managed with equal skill and economy in future, will be sufficient, either to

extinguish the debt, or to abate the tolls, at the discretion of the Trustees.

When the great extent of the permanent improvements, the excellent condition of the roads arising from the new method introduced in their construction and repair, and the flourishing state of the finances under the existing regulations, are duly considered, no farther evidence need be adduced of the benefit rendered to the Bristol District of Roads, by judicious management and active exertion, since 1816.

My practical experience of the state of road affairs has not been confined to the Bristol District, but has been extended, in conjunction with my family, over great part of the kingdom, during eight years, and has every where corroborated the opinions which I presented to the Public some years ago.

I am more than ever inclined to consider the want of an efficient executive department as the great cause of the evils attending road concerns, and the remarkable discrepancy between their improvement and the advancement of every other art in the Country.

In the present defective state of the laws respecting roads, the difficulty of organizing

such an executive appears insurmountable. The system upon which every Trust is at present constituted, contains in itself the elements of disunion ; a tendency towards wasteful and negligent expenditure ; affords temptation and opportunity for fraud and peculation ; and gives ample scope for every project of self interest, whether in assumption of power, or an undue exertion of influence. It follows that any executive department which shall undertake to become the focus for concentrating the powers of a Trust, must be opposed singly, and unprotected by any superior tribunal, to the whole torrent of abuses brought against it by parties who are wholly irresponsible, and against whose acts there is no appeal.

The existing road laws do, in fact, form a singular exception to the admirable spirit of British legislation, which, while it restrains carefully the power to do evil, in those intrusted with authority, and lays upon all other Public Trustees the heavy weight of responsibility, at the same time affords every encouraging inducement to their zealous exertions in the behalf of the Country. In the regulations for maintaining the Public Roads, and expending the vast revenue assigned to them, the power to do evil is as unrestrained and unlimited, as the temptations

are numerous: while all really patriotic exertions are cramped and paralyzed by the pressure of an injudicious system of laws, and by the host of enemies which is constantly opposed to all good management; from the indulgence afforded by a state of anarchy and misrule, to the gratifications of vanity or of self interest.

In general, where an attempt has been made to establish a more efficient and creditable executive, the opposition has been violent, powerful, and frequently successful, from the narrow and jealous feelings of individual Trustees, and from the interested views of worthless public servants, and those who support them.

In the few cases in which the attempt has been successful, and a more effectual and respectable executive has been appointed, the precarious tenure by which the situation is held is soon apparent, and that necessity alone had compelled the measure. Bankruptcy of the finances, and danger of indictment of the roads, had called forth the attention of the more patriotic Trustees, and as soon as zealous exertions and upright dealing have set the affairs of the Trust in order, and reformed the roads, all the discordant passions, and private interests which the necessity of the moment had silenced, are again at work to render the

situation untenable, and to seize upon the credit, the influence, and every advantage which those exertions had obtained.

This is no exaggerated statement, but a very softened picture of the course of road affairs: the instances are not unfrequent, nor difficult to point out: and not a few Trusts have already arrived at the stage of having brought their affairs to ruin a second time.

These great and mischievous abuses are not altogether imputable to the individuals who compose Road Trusts; they are the natural consequence of a defective system of Road Law.

The practice of passing Road Acts as a matter of course, has divided the Kingdom into 955 small communities for the care of roads, each having a kind of establishment, ill paid, ungoverned, and inefficient.

Such a system is as expensive, as it is imbecile; half the road funds are frittered away in salaries and expenses altogether insufficient for producing any good; but, by their numbers, wasteful of the public property to a degree that has kept every road trust under a load of debt, and so embarrassed in circumstances, as to be unable to make any useful exertion.

In the year 1821, the public debt amounted to the alarming sum of Seven Millions! and

that sum is yearly on the increase. Yet the road funds are equal to every good and desirable purpose, and even to the liquidation of the debt, at no very distant period, if under a better system of management.

In addition to the inconvenience and loss from small Trusts, and ignorant executive officers, the constitution of Trusts, as now by law established, is unfavourable to prudent and good management.

The property or the residence of Trustees are placed within the very district of their public Trust; private interest, convenience, prejudice, petty resentments, and evil passions are generated and fostered; with such dispositions Trustees often attend meetings where they are empowered by law to act without responsibility, and their decisions are without appeal. Is it to be doubted that many and great abuses arise from such a cause? it is only wonderful that there is so little abuse; this is, however, no merit in the law; but may be traced to that innate sense of justice and rectitude that is natural to the feelings, and forms a part of the character of Englishmen; repelling, by an honourable sentiment, the temptation continually presented by a faulty system of Legislation.

These great evils cannot be amended by

petty regulations respecting cutting hedges, cleaning ditches, and the Police of the highway, such minor considerations need not be neglected, but the whole Road Law must be taken under review, for the purpose of removing the defects of a system originally without plan or method, and which is totally unsuited to the extended importance of its object.

There is no question but that a general improvement of the whole roads of the Kingdom has taken place during the last seven years, in consequence of the public attention having been called to the subject, by reports of several Committees of the House of Commons, by publications and practical examples: but this improvement has been retarded, and is rendered incomplete by the abuse of patronage in Road Trusts, where attempts are made to introduce an improved system of constructing the roads, under the old defective and inefficient mode of control; from this cause proceeds the very defective manner in which road affairs continue to be conducted, and the enormous expenditure of the funds applicable to their repair.

Very few Surveyors are capable of understanding the principles upon which a good solid smooth road is made, and they continue to mix their own defective practice, with that

recommended upon better principles ; from this proceeds the waste of materials, and consequent expense, together with the failure in producing a solid road. The Trustees in these cases entertain a mistaken idea, that road making may be learned from books, or from descriptions, whereas no opinion was ever more erroneous, or has produced worse effects.

Road making, upon the new principles, is a mere mechanical art ; and must be learnt, by patient industry, in actual practice, and even after a long and laborious schooling very few men become good practical road makers.

Road Surveyors of good character and ability are found with great difficulty, the reason appears to be that they are not encouraged ; in every other line of life men of talent appear in sufficient numbers ; but in road making proficiency of knowledge and respectability of character are rarely sought for ; the only object is to procure the cheapest servant, or one patronized by Commissioners ; and these two being the usual criterions of an incompetent man or a troublesome dependant, it most frequently happens that the person of least ability or character is selected. When by accident a well instructed Surveyor is employed, his situation is so precarious that he is deterred from

doing his duty by fear, or prevented by the vexatious interference of individual Trustees, each advocating dissonant opinions, or conflicting interests. Under such circumstances of discouragement it is not to be expected that many persons of ability will be induced to bestow the time and expense necessary for acquiring a knowledge of the art.

Respectability of character in the executive officers is to the full as necessary as knowledge of their profession. Surveyors should be chosen from amongst the sons of respectable yeomen ; their education in other respects should correspond with their station in life, their salaries ought to be so liberal as to induce the best of their class to embrace the profession and to bestow the necessary time and expense on acquiring the calling.

These Surveyors should be placed under the control and direction of a General Surveyor.

The General Surveyor must be a Gentleman of talents, education, and station in society : he must be at the trouble to acquire the necessary knowledge both of the principles and practice of the profession, his character and rank must be such as to ensure the honourable feelings of a gentleman ; the spirit to resist improper applications, and to defend the Public against private

interest. As independence of character is indispensable in the discharge of the duties of this office, he must be placed beyond the reach of the caprice or interested passions of Trustees ; his situation must be dependant on his own conduct and success ; to be fairly judged of by an impartial tribunal.

An efficient control should, for this, and many other reasons, be placed over the acts of Trustees, by an appeal from their decisions to some superior authority ; perhaps the General Quarter Sessions of the Peace of the County would be the proper and eligible Tribunal,— and finally to the Court of King's Bench.

Unless the Legislature shall be pleased to adopt regulations, whereby the respectability of the executive department of Road Trusts shall be rescued from the contempt into which it has deservedly fallen, from the character of the individuals who have occupied the station, it will be in vain for the Country to expect science and good management with upright conduct.

Out of the whole number of Trusts in the Kingdom, that of the County of Mid Lothian appears to be best constituted. The Trust comprehends the whole Public Roads of the County, the Trustees are the land owners of a certain extent of possession. These Trustees

manage the whole Revenue, whether derived from toll or assessment, for which the Statute Labour is compounded.

The Trust is separated into ten divisions for the care of the Roads, and to each is assigned a sum of money, by the General Meeting, from the Common Fund.

Thus far, the Legislature has provided wisely ; but there is no provision making it imperative on the Trustees to appoint an executive department, and hence, the failure of effect and success.

Each of the Ten Divisions elects an officer, called a Conveener, one of their own number, whose duty is to call together the Trustees for dispatch of business.

This officer presides at Meetings, and, (in the total absence of an executive department,) has assumed the character of General Surveyor of his division ; this assumption has been silently acquiesced in by his colleagues from necessity, until custom is mistaken for law.

It is no reflection upon those estimable individuals to presume that they are not fully qualified to act as General Surveyors, but their pursuits and great employments must necessarily render their control inefficient ; and the fact that, of the multitude who at present exercise this irres-

ponsible office, it would be difficult to find two gentlemen, whose opinions at all coincide on the subject, is a proof that only a small part, if any, of the Roads can be properly constructed. The persons under them give them no assistance in respect to ability ; they are common labourers, with few qualifications useful in the management of Roads.

Were this defect of the law remedied, no better pattern for universal imitation could be given, than the Act of Parliament for establishing the Trust of Mid Lothian, with some very slight modifications.

APPENDIX. No. 1.

The Report of the Committee appointed by the General Meeting of the Trustees for the Bristol Turnpike Roads, held in the Guildhall, Bristol, upon the 7th Sept. 1812, to be made to a General Meeting of said Trustees at the same place, upon the 6th March, 1815.

The points referred to your Committee were

1st.—To ascertain from the Books, Accounts, and Vouchers of the General Trust, what was the Total Amount of the General Income, Expenditure, and Debt, whether arising on Tickets or otherwise, of all the Roads up to the then last Year ending 24th June, 1812.

2nd.—To ascertain what was the Total Amount of Income, Expenditure, and Debt for the Years 1802, 1805, and 1808 respectively, and for such other intervening and subsequent Years as they should think proper.

3rd.—To ascertain what was the Amount of the Tolls and Expenditure of each of the Roads for the Years 1809, 1810, and 1811, respectively, distinguishing, if possible, the amount expended in Repairs, and the amount expended in Improvements.

4th.—To make a Report of these particulars at the then next or some other General Meeting of the Trustees, together with the opinion of your Committee as to the best measures to be taken for providing for the liquidation of the present Debt, and for preventing further accumulation.

Your Committee beg leave to report, that they commenced their enquiries soon after their appointment, but they have not been able to make their Report before the present Meeting.

That in the prosecution of their enquiries they called for the Books and Accounts of the Treasurers of the different Roads; the whole of which have been laid before their Accountant, except those of the Treasurer of the Winsford Road, which they have not been able to procure.

That after diligent enquiries and examination by a careful and judicious Accountant, they have ascertained, as well as they are able in a matter so complicated, the several points referred to

them ; and thinking it useful for the Trustees to know the state of the Debt, Income, and Expenditure in every year from 1802 to 1812, upon every road separately, and the total amount thereof for all the roads jointly, for those ten years ending 1812 ; and having it in their power to lay the same before the Trustees, they have adopted that plan as to every road, except the Winford Road, for the reason assigned.

And your Committee beg leave to present to this General Meeting the account at the conclusion of this Report, which exhibits at one view, as nearly as they have been able to make out the same, the whole of the Debt, Income, and Expenditure of every Road in each year, from 1802 to 1812 inclusive, with the total result as to all the roads, except of the Winford Road ; and they are concerned to see the result is, that during those ten years, only two of the roads, viz. the Aust and Horfield Roads, have been able to maintain themselves in the state they were in in 1802 ; that neither of those two roads has been able within that time to discharge £100. of the debt it then owed ; and that neither of the other roads has been in any degree able to support itself, but has greatly increased the debt then due upon it ; and the

result as to all the roads taken together (exclusive of the Winford Road) is, that so far from being able to maintain themselves, their inability has been so great as to increase the aggregate debt upon them, which in 1802 amounted to only £22,857. 8s. 6d. to £34,565. 5s. 9d. being an increase of debt upon all those Roads within those ten years of £11,707. 17s. 3d. notwithstanding, within that time, viz. in 1807, from the embarrassed state of the Stapleton and Mangotsfield Roads, a new additional Gate was set up, and has ever since been continued on those roads, which has nearly doubled the income thereof; and also notwithstanding within that time, from the inability of the Brislington Road and Whitchurch Road to support themselves, new additional Toll Gates have been set up and continued on those roads, which greatly increased the income thereof, that in the year ending June 1812, the income of all the Roads (exclusive of the Winford Road) was £11,626. 1s. 2d. and the expenditure £12,748. 5s. 1½d. exclusive of some expenses which your Committee could not ascertain, but they apprehend to no large amount; so that the expenditure exceeded the income on that year £1,122. 3s. 11½d. From hence it must be obvious that the roads will be in a state of very serious embar-

rassment without an extraordinary and great exertion. And your Committee are of opinion, that no time should be lost in resorting to such measures as shall be sufficient for the purpose; which led your Committee, in pursuance of your request, to consider what would be the best measures to be taken for providing for the liquidation of the present debt, and for preventing further accumulations.

Having thus called your attention to this important point,—your Committee, preparatory to stating their opinion thereon, beg leave to premise, that as a mistaken opinion seems to have at times prevailed with Trustees who act upon particular roads, by considering themselves to be Trustees of the particular roads only for which they act; your Committee beg leave to impress upon the mind of every Trustee, that he is a Trustee for all the roads, and that it is his duty to execute the powers of the Turnpike Acts for the benefit of, and with impartiality to every road; and that this imperious and salutary consideration should never be lost sight of.

And now your Committee, in compliance with your request, after the best consideration in their power, proceed to state, that in their judgment the only means to accomplish the desirable ends you have in view, viz. *the liquidation of the*

present debt and the preventing further accumulations, will be, to forthwith erect additional Toll Gates; every additional Gate to receive the full tolls payable at the present, upon every road where an extra Toll Gate is not already set up, and perhaps to continue the same until the present debts on every road shall be discharged, which your Committee suppose would, with good management, be accomplished in about five or six years; but that nothing short of this measure of erecting extra Toll Gates on those roads can redeem the roads from their present embarrassed and insolvent state, and the vast debt due thereon; whether you would continue them till the whole of the debts are paid, may not be necessary at present to determine, though that probably would be the wisest plan.

If this to any one should appear to be a strong measure, your Committee, after the most attentive consideration, are prepared to say that in their judgement it would be greatly advantageous to the City of Bristol, to its Neighbourhood, and the Public at large; that the additional tolls to be paid for so short a period, would be so trivial as scarcely to be felt: the chief burthen would fall upon the neighbouring inhabitants, but that would be compensated in a threefold degree by increasing the value of their

estates, from putting and keeping the roads in the most complete repair, and making every improvement that shall be necessary in parts where the roads require it: and at the period when all the debts due upon the different roads are discharged, and the extra tolls discontinued, the accustomed single tolls, in the opinion of your Committee will be sufficient, with prudent management, to keep and maintain every road in excellent order, with the aid however of the Five per Cent. Fund, provided by the Turnpike Act for the relief of any road that may stand in need thereof.

Your Committee think it their duty plainly to declare they see no alternative, that the measure they recommend must be adopted, or the roads which are now insolvent must go to utter ruin.

Your Committee also think that the provision of the Turnpike Act, which directs that five per cent. upon the net income from every road, shall be paid by the Treasurer of each road to the General Treasurer, to be at the disposal of General Meetings for the relief of such roads as shall be in distress, or most in need thereof, ought to be strictly complied with, and that an account, shewing what is due from each road in respect of said five per cent., should by the Treasurer of each road be made out and ren-

dered to the General Quarterly Meeting in September next; and that after such accounts shall be furnished, each Treasurer ought to pay to the General Treasurer, the amount which shall appear to be due from the road for which he is the Treasurer; and that at the General Quarterly Meeting in December next, the General Treasurer ought to lay before that Meeting a correct account of all monies that shall have been paid to him in respect of the five per cents, by what Treasurer paid, the times of payment thereof; and that for ever afterwards yearly at the General Quarterly Meeting in the month of September, the General Treasurer ought to lay before the Meeting an account of all money paid to him in respect of said five per cents, by whom paid, and the times when, with the names of the roads which shall be in arrear.

And your Committee consider it their duty, as falling within the request made to them, to state their opinion as to the best method for liquidating the debt due upon the roads, and to prevent further accumulations, to declare it to be their opinion that the business relating to the Turnpikes has not been well managed, but appears always to have been in a state of obscurity and perplexity, without method or regularity;

that the system of management has been radically bad, without any head or focus to give force or effect ; and that in a Trust of so much importance, no less than the receipt and expenditure of more than fourteen thousand pounds annually, a clear, correct, and efficient system ought to be observed.

The plan your Committee would recommend is this :

That an Office be provided for the business of the Turnpikes in a central part of Bristol, that no other business should be transacted there.

That a Secretary or Clerk be appointed competent to the undertaking, with a salary suitable to his ability, and to employ his whole time and attention in the discharge of the duties confided to him, and not to be engaged in any other business.

Such Clerk to keep all the accounts, transact all business, examine, keep, and settle the accounts of every Treasurer, and finally close and balance the same every year up to September, so as to lay the same before the General Quarterly Meeting upon the first Monday of that month yearly. Also to make out the heads or

totals of the receipts and payments annually upon every road up to that period ; and to make out a general form for such annual accounts to be printed, leaving blanks for the sums, and to fill up the sums in such printed form, and to send one of such printed accounts to each Trustee annually, within one month after the general quarterly meeting in September. By this method every Trustee will know the exact state of every road at the end of every year ; whereas at present it is believed there is scarcely a Trustee who knows the state of any of the roads, even the road on which he himself acts. The advantages to result from this plan, if regularly pursued, are too obvious to require comment : it will have the effect of keeping every account clear and evident, and immediately discover it if any thing is going wrong.

The General Treasurer's account to be in like manner managed, kept, and made out up to September in every year, and laid before the General Quarterly Meeting, upon the first Monday in that month, and the totals thereof to be filled up in a form to be printed for the purpose, and also sent round to every Trustee within a month after that time.

'To prevent the recurrence of inconveniences

which have occurred, where Treasurers from misfortunes have become insolvent; and also in saving trouble to Treasurers in keeping accounts of their several roads, your Committee recommend, that no Treasurer shall have the trouble of keeping the cash or a cash account of the road he is the Treasurer for; but that a regular account of all monies received and paid upon every road shall be kept by the Clerk or Secretary at the Turnpike Office.—That all receipts and payments shall pass through a Bank; and to that end, that a regular account shall be kept at one of the public banks in Bristol, of all monies received and paid upon every road; that when monies shall be paid into that Bank, the road shall be expressed in the account for which it is paid, and the person paying the same shall receive a certificate for the monies paid, and shall lodge such certificate with the Clerk at the Turnpike Office, who shall file the same, and give a counter certificate to the person leaving the same. That before any account is paid by any Treasurer, the same shall be examined by the Clerk or Secretary at the Turnpike Office, who shall certify his approbation at the foot of such account, and his requisition to the Treasurer for the payment thereof; and then, and not before, the Treasurer of the road

which it concerns shall give his check upon the bank for the same, and the Clerk or Secretary's requisition to the Treasurer shall be his counter voucher for the order he has given upon the bank ; save only the weekly wages for the workmen upon the different roads, the advances for which shall be made by the checks of the respective Treasurers upon the bank, so as to regularly pass through the Banker's account. That for simplifying and facilitating these several transactions, and preventing frauds, &c. forms of these requisitions and checks shall be printed, and always kept ready to be filled up as wanted, and when filled up shall be numbered to correspond with the like number in the account to be kept thereof.

That if the duties of the office shall appear to be too much for one person, that the head Clerk or Secretary shall have an Assistant under him, or two if necessary, so that the accounts and business may be kept and transacted in the most clear, correct and masterly style.

The head Clerk or Secretary to attend every meeting of the Trustees on the different Roads, and consult Messrs. OSBORNE and WARD, your Solicitors, on all occasions of legal difficulty.

The form of the Lease to be granted upon

letting the gates, to be settled and printed so as to be filled up by the Solicitor and stamped whenever a Gate is let.

That every other branch of the business be reduced to a like clear and methodical system.

That a brief abstract of the Turnpike Acts be made out in alphabetical order and printed, and that sufficient copies of the Acts and Abstracts thereof be kept at the Office, to be delivered to Trustees when applied for.

Your Committee are also of opinion, that it would be a great saving to the General Trust, if every road was repaired by contract, upon its being previously advertised for tenders to be left at the Turnpike Office by those inclined to contract for the repairs thereof; at all events it would be advisable to make the trial: and to that end your Committee think it would be advisable to have the distances and widths of each road, and the means of procuring materials for the repairs thereof, and the quality of the materials, ascertained by a capable and judicious Surveyor, and for his report to be always kept in the Turnpike Office, to be referred to and consulted whenever it may be found necessary.

If this plan of management be adopted and regularly pursued by a clear judicious Clerk or

Secretary, your Committee are of opinion that great savings will ensue to the roads, and that every Trustee will have the satisfaction of always knowing the true state of the accounts of every road.

Your Committee have stated that the Books of Account of the Treasurer of the Winford Read have not been laid before them ; the truth is, that from the unfortunate situation of the Treasurer, the accounts of that road have not been produced, although urgently called for, and this is the reason why the results of that road are not included in the general account annexed. The situation of this Treasurer, and of the accounts of this road, your Committee submit, is the strongest of all possible arguments for adopting the system of management they recommend ; but notwithstanding the Treasurer's books have not been produced, yet by an account received from the Clerks of the Trustees, your Committee are able to state the amount of the debt and income of that road as it stood upon the first of September, 1812.

The road called the Winford Road comprises several roads, viz.—The Winford and Ashton Roads ; the Winford and Dundry Roads ; the Winford Road only ; the Dundry Road only ; and the Ashton Road only.

The Tolls and Debt were as follows :

The Tolls for the Year ending September 1812, were,—

Of the Compton Gate	450	0	0
upon the Winford Road			
Churchill.....	560	0	0
Bedminster...	1,250	0	0
upon the Dundry Road			
Chew Stoke	194	0	0
Ashton.....	762	0	0
Total.....	£3,156	0	0

Debts on these Roads,

Winford and Ashton	400	0	0
Winford and Dundry.....	500	0	0
Winford only	6,100	0	0
Dundry only.....	1,300	0	0
Ashton only	2,100	0	0
Total.....	£10,400	0	0

The Income of these Roads in 1812, 3,156 0 0

The Income of all the other Roads in 1812 }
as per Account subjoined..... } 11,626 1 2

Total Income of all the Roads in that Year, £14,782 1 2

The Debt upon these Roads in the Year 1812..10,400 0 0

The Total of the Debts of all the other }
Roads in 1812, as per Account subjoined } ... 34,565 5 9

Total of the Debts upon all the Roads in 1812, £44,965 5 9

BRISTOL

Ho

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APPENDIX. No. 2.

BRISTOL TURNPIKES.

Observations on the Report of the Committee, appointed on the 7th September, 1812.—Delivered by the REV. SIR ABRAHAM ELTON, BART. to a General Meeting of the Trustees, holden in the Guildhall, Bristol, on the 1st of May, 1815 ; and then ordered to be printed.

THE Committee have not assigned any reason for the delay in making their Report.—A General Statement of the Debt, Annual Income, and Expenditure of each Road for the ten years comprised in the Account at the end of the Report, such as would have been quite sufficient for all the purposes of that Report, might have been easily prepared in a very few hours from the Books of the respective Treasurers, where the receipts and payments of each year are regularly entered.—If therefore the Committee have taken the trouble to dissect these Accounts, in

order to refer each item of Expenditure to the year in which the work was done, or to which in strictness it belonged, it is evident that they have spent their time upon a matter of curiosity rather than utility, and incurred a very unnecessary expense.

From the Account stated by the Committee, it appears that the *Aust* and *Horfield* Roads did not increase their debt during the ten years comprised in that Account; and it also appears that during the same period the aggregate Debt upon all the Roads *therein set forth* increased from £22,857. 8s. 6d. to £34,565. 5s. 9d. being an increase of £11,707. 17s. 3d.

From these facts, the Committee assume "that only two of the Roads, viz. the *Aust* and *Horfield*, have been able to maintain themselves in the state they were in, in 1802; and that neither of the other Roads has been, in any degree, able to support itself."—But before the Committee could, by any legitimate mode of reasoning, arrive at such a conclusion, they should have shewn that the Funds of each Road had been applied wholly in its support, and no part thereof diverted to alterations or improvements.

That this great Increase in the Debt could not have arisen in the ordinary management and

support of the Roads, must be apparent to the most superficial observer, upon a mere inspection of the Account stated by the Committee.

The *Bitton* and *Toghill* Roads, it appears by that Account, diminished their Debt until the year 1809, when it was suddenly increased from £4,222. 19s. 5½d. to £5,869. 4s. 1½d. and in the following year to £6,628. 10s. 3½d.; whilst in the two last years it has increased only about £200.—The Debt on the *Brislington* Road was in the same manner suddenly raised in 1804, from £3,915. 4s. 2d. to £5,126. 15s. 1d. and in the following year to £5,613. 7s. 5d.; after which it remained nearly stationary until the year 1812, when it received a further increase of about £400.—And on the *Whitchurch* Road, the Debt did not begin to accumulate until the year 1806, and arrived at its acmè in 1809, since which it is diminished nearly £300. These facts, it is apprehended, afford sufficient proof that the Funds of those Roads were equal to the Expenditure, whilst confined to Repairs alone, and that the sudden Increase which took place in their respective Debts, must have been owing to Improvements or to some other extraordinary cause; the truth of which proposition may be further illustrated by taking the mean Annual Expenditure on each of the above Roads, (ex-

cluding from the calculation those particular years in which any extraordinary increase occurred,) and comparing it with the Annual Income, which will be found not to have exceeded.

The two remaining Roads referred to in the Committee's Account, namely, the *Stapleton* and *Mangotsfield* Roads, appear to have been the great occasion of this accumulation of Debt.—The Debt on those Roads in 1802, was only £6,329. 4s. 11d $\frac{1}{2}$; and in 1812 it amounted to £12,448. 11s. 5d $\frac{1}{2}$.—Whatever necessity may have heretofore existed for the Expenditure incurred in the improvements made on that District, the same necessity cannot now exist: and as it appears by the Report of the Committee, that the Income of those Roads in the last year exceeded the Expenditure, it is hardly to be apprehended that they will again relapse into an embarrassed state.

The assumption, therefore, of the Committee, that “ *neither of the Roads, except the Aust and Horfield, has been, in any degree, able to support itself in the state in which it was in, in 1802,*” is not warranted by their own statement: on the contrary, as has been already shewn, *that statement affords good ground for drawing the very opposite conclusion*; and, what is still more surprising, it appears to be contradicted in express

terms by the Committee themselves, in the remark made at the conclusion of their Report, where they say, " that it does not appear to be practicable to calculate the amount expended in Repairs and the amount in Improvements, but that where the Annual Expenditure exceeds the average, it may be concluded that the excess was occasioned by Improvements." Now, as upon all the above Roads, except the Stapleton and Mangotsfield, the Increase of the Debt will be found to have arisen from the excess of the Expenditure in a few particular years, above the average of mean Expenditure of the other years, it follows, *from the above admission*, that the Increase in the Debt of those Roads was occasioned by Improvements, and not by Repairs, and, consequently, that those Roads *were* able to support themselves in the state in which they were in in 1802, if their Funds had not been diverted to other purposes.

The Report further states, that in the year 1812, the Income of all the said Roads was £11,626. 1s. 2d. and the Expenditure £12,748, 5s. 1d $\frac{1}{2}$.; so that the Expenditure exceeded the Income in that year £1,122. 8s. 11 $\frac{1}{2}$ d.; and " *From hence* (the Committee say) it must be obvious that the Roads will be in a state of very serious embarrassment without an extraordinary

and great exertion."—It is strange that the Committee, in preparing their Report, should have overlooked the inconclusiveness of this argument: A considerable proportion of the excess in the year 1812, of the Expenditure above the Income, arose on the Aust and Horfield Roads, to the amount of £500. and upwards, as may be seen by the Account stated at the end of the Report; but as the Committee admit that the Aust and Horfield Roads were competent to support themselves, nothing could be more fallacious than to take that sum into the Account, in an argument which goes to prove, from the Expenditure of the Roads, that their Income is insufficient for their support.—A similar remark may be made with respect to the Whitchurch, Brislington, and Bitton Roads, (the Excess of Expenditure upon which Roads for the year 1812, makes up the remainder of the said sum of £1,122. 3s. 11 $\frac{1}{4}$ d.) For it is pretty clear, from the foregoing observations, that the Funds of those Roads are fully equal to their support, if applied to that purpose only.

It appearing, then, that the great Increase complained of in the Debt is to be attributed principally to the Improvements which have been made on the Roads, and not to their inability to support themselves, the most natural

and obvious remedy for preventing an Increase of the Evil in future, will be to prohibit any Improvements beyond a certain limited extent, and to adopt some general Regulation for that purpose; a strict adherence to such Rule, coupled with an economical and judicious application of the Funds, would not only prevent a further accumulation of the Debt, but, with respect to the two Roads which appear to have suffered the greatest embarrssment, it may fairly be presumed, considering how greatly the Income of those Roads has of late years been augmented, that a very considerable reduction in the Debt might, at no very distant period, be effected.— At all events it is but reasonable that the Burthen of the remedy, whatever it may be, should be imposed upon the Roads where the Expenditure has occurred, and the benefit been received,

The Committeeee, however, are of a different opinion; they remark that every Trustee is a Trustee not only for the particular Road upon which he acts, but for all the Roads, and that it is his duty to execute the powers of the Turnpike Acts, for the benefit of *and with impartiality* to every Road; and after earnestly recommending this imperious and salutary consideration to the attention of all the Trustees, and expressing their anxious wishes that it should never be lost

sight of, the Committee proceed to announce the Plan which they have devised, as, in their judgement, *the only means* of recovering the Roads from their *imputed Insolvency*.—They are of opinion that additional Gates should be erected forthwith, and full Tolls taken thereat, upon every road where an extra Toll Gate is not already set up; which they also hint should be continued until the present debts *on every road* shall be discharged. *The Committee see no alternative, the measure they recommend must be adopted, or the roads, which are now INSOLVENT, must go to utter ruin!*"

It is unfortunate that the Committee should have been so incautious as to make use of an expression, which tends to throw a doubt upon the responsibility of the Trust, and to shake the public confidence in the sufficiency of the Securities. In describing any of the roads as *insolvent*, it is certain that the Committee could not have intended to convey the idea of an insolvency with respect to creditors; yet such is the impression which the observation is calculated to make, and has already made, upon the public mind. It will not therefore be irrelevant here to state, that there is not the slightest ground for such apprehension, since, by the Bristol Turnpike Acts, the Tolls of the

respective roads are in the first place made liable to the money secured thereon in preference to all other demands.

But to proceed.—It is to be observed that, according to the *Committee's own account*, ALL the roads are not (to make use of the term for the sake of the argument) in an *insolvent* state; for it is not to be imagined that they intended to comprise in that description those roads which, for a long series of years, have gone on without increasing their debt, and without new Gates, able not only to maintain their own repairs, but (as the Committee might easily have learnt) having at various times expended considerable sums in improvements. And yet it is upon these roads principally that the Committee propose to erect new Gates, although their own exigencies are so very far from requiring such a measure. For what purpose then are they to be erected and continued? In the first place certainly for the purpose of paying off their own debts, but ultimately for the relief of the insolvent roads, by discharging or materially contributing to discharge their incumbrances; as sufficiently appears by the terms in which the proposal is couched. Now, considering that these insolvent roads were reduced to their state of embarrassment by an expenditure laid out on

their own districts, and of which they alone have derived the benefit; would it not be the height of injustice to compel the other roads to discharge the debts incurred by such expenditure? It is not however to be inferred for a moment, that the Committee could have viewed the measure in this light; if they had contemplated it in all its bearings and extent, it is quite impossible that they who have so forcibly and so properly inculcated the duty of acting with *impartiality*, could ever have been induced to give it their sanction. Such, nevertheless, it is submitted, is the true and correct representation of the measure, when thoroughly investigated and understood; and such, if it were practicable to carry it into execution, according to the terms of the proposal, would be its necessary operation and effect.

But the measure is not only *unjust*, it is also *impracticable*. By the provisions of the Act of the 22nd of his present Majesty, it will be seen that the power of erecting new Gates is not vested originally, and in the first instance, in the General Meetings; they can only sanction or reject the recommendations of a separate Meeting, with whom alone such a measure can by the Act legally originate: nor can it be recommended even by a separate Meeting, unless

it shall be thought necessary for amending the particular road on which the Gate is proposed to be erected, or for discharging the debt due thereon. Now, though it is true, as the Committee observe, that the Trustees appointed under the Act, are Trustees for all the roads, and not for those particular roads only on which they act, and consequently when assembled at a General Meeting, they are bound to consider the interests and to act for the general benefit of all the roads, *so far as the powers given to them extend*; yet it is equally true, as will clearly appear from an attentive consideration of the provisions and general tenor and spirit of the Act, that when assembled at their separate Meetings for the care of any particular district, it is the duty of the Trustees to attend to the interests of that district only, as independent of the other roads as if they were acting under distinct Acts of Parliament. This being admitted, it is not to be supposed that the Trustees at any separate Meeting, would so far neglect the interests of the road then under their care, as to impose a great and heavy burthen thereon, not required by its own exigencies, with the sole view of ultimately benefiting the other roads.

The obvious object of the Legislature in di-

viding the roads round the City into separate Districts, having separate Funds, applicable to their own separate wants and occasions, was to prevent the injustice which might otherwise arise, if it were in the power of the Trustees, acting as a body, to compel the inhabitants of one district to pay for the improvements made on the roads in an opposite direction: And although the strictness of this principle is, to a certain extent, relaxed, by the clause in the Act, which empowers the Trustees at a General Meeting, if there should be a surplus in the hands of any Treasurer above £200. not wanted for the repairs of his road, to transfer such surplus or any part thereof to the repairs of any other road in the same county; and also by the provisions contained in the last Act of the 37th of his Majesty, for creating the Sinking Fund of Five per Cent, alluded to by the Committee, and for enabling the Trustees to transfer any surplus above £100. upon any one road to the use of any other of the roads, whether in the same county or not; yet, subject to these exceptions only, the principle above alluded to, is so clearly established by the whole tenor and provisions of the Acts of Parliament, that it must of necessity regulate and controul the proceedings of the Trustees at General Meetings. How

the object proposed by the Committee of discharging the debts, upon what they term the *insolvent* roads, is to be effected, by the erecting of new Gates on all the other roads, they have not disclosed; nor is it easy to discover, unless it is meant to be accomplished through the medium of the above provisions in the Acts for transferring a surplus from one road to another; but this would be in such direct and manifest opposition to the spirit, and intent of the Acts of Parliament, that it is hardly to be imagined that it could have entered into the contemplation of the Committee: For, admitting for a moment, that the Trustees at a General Meeting have the power to erect new Gates without the previous sanction of a separate Meeting, would it not be a monstrous perversion of the power (considering the express purposes for which it is given) to make a general order for the erection of new Gates upon all the roads round the City where extra Gates are not already erected, whether those roads shall require them or not, for the mere purpose of *creating a surplus*, which surplus is to be afterwards transferred to the discharge of the debts on the other roads? Surely the bare statement of such a proposition is a sufficient exposure of its injustice and illegality.

The Report, it should be further observed,

proceeds throughout upon the presumption, that it is a duty incumbent on the Trustees to provide for an immediate or sudden liquidation (upon all the roads without any distinction) of the present existing debt, or at least of the principal part of it. But when the cause and origin of the debt are taken into consideration, it will be seen that this is not quite so self-evident a proposition as the Committee appear to imagine. In effecting the improvements authorized or directed by the Acts, (and for which the Trustees are empowered to borrow and take up money at interest) that is to say, in making new roads, widening, altering, or diverting the old roads, cutting down hills, erecting bridges, removing obstructions, and other similar alterations, the debt has for the most part been incurred; but as these improvements are of a permanent nature, and as the benefit will be transmitted to posterity, there seems to be no good reason why extraordinary and oppressive measures are to be resorted to in order to throw the whole expense upon the present age. It is not however disputed, but that cases may by possibility exist, which may be considered as an exception to this position; such as for example, where great additions have been made to the debt on any road by improvements to an im-

provident extent, or of a doubtful or equivocal nature, or of an expense very disproportionate to the benefit; or where an extraordinary expenditure has been incurred in recovering any roads from a state of decay, the consequence of mismanagement or neglect. In all such cases, if ever they occur, it is evidently but just, that every nerve should be strained and every exertion used to reduce the debt, with as much expedition as may be, consistently with a due attention to the rights and interests of the public: Nor is it by any means intended to be denied that *in all cases*, where it can be effected without imposing additional burthens, it is proper and desirable that a gradual reduction of the debt should be effected; all that is meant to be contended for is, that where the debt has arisen in a faithful and attentive discharge of the duties of the Trust, by the effecting of useful and permanent improvements, there is no good reason to be assigned why posterity, who are to derive the benefit of such improvements, are to be exempted from their proportion of the expense, and the whole or the chief weight of the burthen thrown upon the present generation.

There can be no doubt that the Five per Cent Fund ought to be paid up, unless at a General

Meeting it should be thought adviseable to relinquish the arrears upon those Roads where the Treasurer is at present in advance. Such a measure, it is believed, has already been ordered at a General Meeting, and should be enforced.

The Committee have thought proper to involve in one indiscriminate clause of Censure, all who have been concerned in the management of the business of the Trust; but as the censure is wholly indefinite, and unsupported by any one argument, being apparently intended only to serve as an introduction to the novel system of keeping the accounts proposed by themselves; it would be quite sufficient (consistently with all rules of just and rational argumentation) to oppose to this declaration of the Committee the contrary assertion, and to state that no such obscurity or perplexity is to be found in the Treasurers' Accounts, as the Committee would have it imagined.—It may not however be improper or superfluous here to represent, for the information of those Trustees who may not have been in the habit of attending the separate Meetings, and for obviating any misconceptions which the statement of the Committee might otherwise be calculated to produce, that the Accounts of the several Roads are kept by the respective Treasurers in proper

Books for that purpose ; that they are never allowed until they have been examined with the Vouchers at a separate Meeting, when they are signed by the Trustees, and an entry of such examination made in their Book of Proceedings ; and that the balance of such Accounts, as it appeared at the last Settlement and Examination, is annually reported to the Trustees at the General Meeting holden in the month of June. How then can it be asserted, with any semblance of propriety, in allusion to the manner of keeping the Accounts, " that the business of the Trust is not well managed ; that it has always been in a state of obscurity and perplexity, without method or regularity ; that the system of management is radically bad," and " that at present there is scarcely a Trustee who knows the state of any of the Roads, even the Road on which he acts?" What a reflection is this upon the Trustees who attend the separate Meetings, and examine and sign the Treasurers' Accounts ! What a reflection upon the Treasurers themselves, and upon the whole body of the Trustees in general !—Is it not apparent from the foregoing statement, that the present system of keeping the Accounts by the several Treasurers has been much misrepresented by the Committee ; that it is the

proper and natural mode in which the Accounts ought to be kept, and that it is in its nature neither irregular, immethodical, obscure, nor defective.

If the expensive System proposed by the Committee were to be adopted, no one object of real and practical utility would be attained, which might not be equally well effected by the present mode of keeping the Accounts; independent therefore of other objections, the proposed system appears to be obviously inadmissible, upon the ground that it would entail upon the Trust an immense annual expense without any adequate object.—By this System (so far as it is intelligible) it should seem that the Treasurers are to become merely the medium through which the Income of the Trust is to be conveyed to the Bankers; that they are not to be entrusted with the expenditure or payment, except of weekly wages (no other payments being to be made without the approbation of the Secretary.) It does not seem to have occurred to the Committee to consider, how far it is probable that gentlemen will be found willing to serve the office of Treasurer under these circumstances, nor how far it will be practicable for a person always resident in Bristol to ascertain the justice of charges or the propriety

of payments made on the various Roads, with the particulars of which he is wholly unacquainted. But if this plan were even as judicious and adviseable as it appears to be the reverse, still the same objection would apply to it, as to the measure for the erection of new Gates —namely, *that it is impracticable*.—For most certainly the present Acts of Parliament do not authorize the appointments of the Secretary and Assistants, and the incurring of all the other expenses necessarily attendant upon the complicated and burthensome establishment recommended by the Committee.

It would be a much wiser, more practicable, and more beneficial measure, to adopt the plan suggested by the Act itself, (and for which the Trustees have full powers,) by the appointment of some proper person as *Surveyor General* of all the Roads, who might devote the whole of his time to an inspection of the several branches and of the work in progress thereon; and to the settlement of such of the various charges arising therefrom, as might be considered necessary to be referred to him for examination by the several Treasurers.—Under the inspection of an Officer of this description, possessed of the proper qualifications for the situation, there can be no doubt, but that the measure of repairing

the roads by Contract might, with very great advantage, be practised upon a much wider scale than at present, and that it would be productive of great economy in the expenditure. And, moreover, it is to be observed, that from such an Officer, whose duty it would be to attend all the meetings of the Trustees, both general and separate, every necessary information might be derived, with respect to the nature and formation of the various Roads, their respective capabilities of improvement, the manner in which they should be repaired, and the materials most proper to be procured and employed for that purpose; all which services would be of essential benefit to the Roads, but which it is obvious could not be performed by the Secretary and his assistants, proposed by the Committee.

It seems scarcely necessary to notice the apprehension entertained by the Committee, of the danger of losses by the insolvency of Treasurers, further than to recommend a strict adherence to the regulations of the Acts of Parliament (which amply provide for this contingency) by requiring from all the Treasurers, without distinction, the security which the Acts direct to be taken.

In conclusion,—It is submitted with much

confidence, as the result of a repeated and most attentive consideration of the subject, that, by the adoption of the measures recommended in the foregoing remarks ; by preventing for the present all further expensive improvements, (upon those Roads especially where the chief embarrassment has been experienced) ; by the appointment of an active, intelligent, and scientific person as General Surveyor or Inspecting Superintendant of all the Roads ; and by a judicious extension of the present system of repairing by Contract, great and important benefits will result to the Public, and every object of rational expectation will be effected. By these means a greater degree of ease, uniformity and skill will be introduced into the *operative* management of the Trust ; the resources will be applied with more science, economy, and effect ; and the construction and condition of the roads will be considerably improved.—The income of each Road being thus rendered much more than sufficient for its expenditure, the surplus will of course be applicable to the liquidation of its Debt ; and thus the end looked forward to by the Committee will be gradually and eventually attained, without the aid of further taxation, and by means at once easy, simple, and efficient.

APPENDIX. No. 3.

BRISTOL TURNPIKES.

Reply to the Observations delivered by the Rev. Sir ABRAHAM ELTON, Bart. to a General Meeting of the Trustees on the 1st of May 1815.

IT is with considerable reluctance the Committee find themselves under the necessity of claiming the indulgence of the Trustees, to make a few remarks on the Observations that have been submitted to them on the Report, which in obedience to their directions the Committee had the honor of laying before them; in so doing it will be found they are actuated by no motives but such as become them, by no desire of prolonging an useless conflict, by no feeling of irritation, no idle contest for victory, but simply impelled to do justice to themselves, justice to those Trustees who first appointed them, and at repeated Meetings encouraged them to proceed, and justice (as far as they are

able to form a judgment) to the common cause in which all are equally interested. Consistently with these professions it is by no means their intention to occupy unnecessarily the time of the Trustees, by entering into a critical examen of the Observations. These, as well as the Report on which they are founded are both in print, and on the merit or demerit, of either or both, it is for the Trustees at large and them only to decide; the sole object they aim at, being to advert to certain points which, were they passed over entirely without remark, might be considered as admissions of what they feel it incumbent on them to repel.

The Observations set out with stating that the Committee have assigned no reasons for the delay in making their Report! that such a statement as was sufficient for every useful purpose might have been prepared in a very few hours, and that in consequence their time has been mis-spent and a very unnecessary Expense incurred. Subjoined will be found the original minute of the Trustees constituting the Committee, (Appendix, No. 1.) Upon a due consideration of which, judgment must be formed as to its due purport and meaning. Had the matter lain within the very small compass assumed in the Observations, the duty thrown upon the

Committee would indeed have been easy of execution; they certainly might have saved themselves much trouble, and certainly would have incurred less expense: but that such *was not* the interpretation they were authorised to give it; and that such *was not* the meaning and intention of the Trustees themselves in appointing them, seems evident. In such case there would have been no necessity for a Committee at all, or for vesting such powers in them as appointing an Accountant, &c. A simple minute directing the Clerk to make out such Acconnt would have sufficed: but that an Account so prepared would have answered the purpose intended, they did not think, nor can they be now persuaded.

To form opinions on the real state of any concern, which opinions are afterwards to be acted upon, Men of Bnsiness are agreed that al accounts should be as accurate as the natnre of things will admit. The Committee felt in the exercise of their discretionary power, if they did err, it was safest to err on the right side; and in selecting an Accountant, they made choice of a Person who needs no praise from them. This Person most pointedly and nnequivocally declared, that to proceed in any other manner

would only tend to error, not to truth; to mislead and not instruct—(see Appendix, No. 2.)

In the progress of their proceedings repeated applications were made to the Trustees for further time; and as upon all these occasions the reasons of delay were assigned, they thought it quite unnecessary to repeat them in their Report, still less to anticipate that they could be censured for not having done so; more especially as from the fact that the time requested was given by the Trustees, they inferred (and they trust they did not without reason infer) that they were proceeding with the approbation of the Trustees. In fine it belongs not to them to pronounce, but to every Member of the Trust to determine, how far the Account they have been able to bring forward is a valuable document or not.

It must stand or fall by its own merits, and it remains only for them to submit, on the different points of view in which the Observations consider the whole and its Items, that the Committee in forming their deductions, reasoned from generals to particulars; and that the Observations reason from particulars to generals: opinions in the one case are formed from the uniform gradual and progressive results of the whole; in the other from certain exceptions in

particular instances. On the whole then contained in this part of the Observations they make no comment.

Their different views of the subject are before the proper Tribunal. They wish only to make one Observation on the term Insolvent; and they have no scruple in saying that since it is liable to be misunderstood, they regret that it should have found its way into their Report. Taken in the sense which has been imputed to it, pains would indeed have been unnecessary to remove difficulties when no hope of relief remained, as in a case of actual Insolvency; but they submit that the real sense in which the word was used might be inferred by the context, or at least the general tenor of their Report—that if matters went on as they had done for so many successive years—Insolvency must be the result.

In the plan proposed by the Committee for the prevention of further evil, the Committee acting in obedience to their instructions, offered only suggestions to be adopted or rejected as might appear most expedient to the collective wisdom and experience of the Trustees. In the Observations their Plan is qualified as impracticable! as calling upon the general Trustees to perform an act to which the District Trustees,

by law, are alone competent. In the construction of Acts of Parliament, the most eminent Men in the profession often disagree; and sometimes very nice and difficult disquisitions arise. In the present case it appears, that very different interpretations are given to the words of the several Acts for the Bristol Roads; but even admitting that the force given to the clauses in dispute in these Acts on the other side be the true one, the Committee feeling all along a conviction themselves which they wish to impress on others, that the good of the whole, in this and every case, was the good of all its parts, could not contemplate in particular quarters, opposition to a measure which might receive the deliberate sanction and recommendation of a General Meeting. If adopted by the Trustees at large, they conceived it was not to be presumed that it would not be acted upon by those of respective Districts; and it seems contrary to every just mode of reasoning, or use of words, to call that impracticable, which it only wants inclination to put in practice.

Finding themselves in another instance misunderstood, they most expressly declare that it was never their intention to censure any Individual. Their censure was all along directed to what appeared to the best of their judgment a

most defective system. The object of that part of the plan they recommended, which related to the duty of Treasurers, and more regular and exact keeping of Accounts, was at once to relieve all persons engaging in troublesome Offices for the Trnst, from responsibility, to simplify their duties, to bring all Accounts into a succinct and tangible shape, to keep, not the Treasurers only, but the Trustees generally and particularly, at all times, and at all seasons, in possession of such authentic information as to render it impossible, if they in future erred, to err blindly. If this be an object, and the outline approved, or any other adopted that may lead to the same results, practice will soon point out, in carrying them into effect, any imperfections, and these can be obviated from time to time. This part of the Committee's plan is also qualified as impracticable. If impracticable of course absurd. But to deserve this epithet seems to require a better reason than that assigned ; for admitting it in its whole force, it matters not by what designation a person is nominated to an Office, if the duties he is charged with be performed. The Committee submit, that it is essential to the proper conduct of every Trust, that the Accounts of such Trust should be clearly and correctly kept ; and that if Trustees have

not the power to appoint persons for this purpose, they cannot act beneficially in discharge of their duty. The Trustees themselves have proved, that such was their view of the subject in the present instance; and if they had power to authorize the Committee to appoint an Accountant or Clerk for particular, they themselves must have the same power for general purposes.

From points on which the Observations are at variance with the Report, they turn with pleasure to those on which both the one and the other agree. And 1st. It seems admitted as a principle, that all the Trustees have a common duty to perform, and are to administer their powers with impartiality to all the Roads.

2nd. It seems to be acknowledged that the Finances of the Fund are in a state of considerable embarrassment, and that it is necessary some measures be adopted to prevent the further increase and promote the liquidation of existing debt.

3rd. That the Five per Cent. Fund be immediately put in action and regularly paid in future.

4th. That the system of repairing Roads by Contract be extended.

5th. That an immediate stop be put to all

further extensive Improvements—yielding to what appears to them, the extreme necessity of the case (which yet does not appear in so strong a light on the other side) the Committee suggested this very measure, though they confess with extreme pain and reluctance. The very principle on which the Bristol, and all other Turnpike Acts are framed, seems to be, for the double purpose of keeping Roads in Repair, and improving the same; for which purpose adequate powers are given. Capricious Alterations and Improvements are very different things,—it might be a most wise rule to ordain, that no material Alteration should be made in any Road till it had twice received the sanction of a General Meeting, to be moved in one, to be determined on in the other; and that when the motion is made, a correct Map of the present and intended lines should be laid on the table. Every obstacle to rash or needless Expenditure of this kind should be interposed, but to shut the door entirely against Improvement, to say no Road shall be widened, no Hill lowered, or no Hill entirely avoided by a change of direction, is a dire necessity, which taking it to be such, they cannot but deplore, as there is hardly a Road leading to the great City, the centre of the Trust, which more or less does not call out for something of the kind.

In fine, the two great points on which the Trustees have to form their judgment are these; the mode suggested of increasing the Trust Revenue, and that of keeping the Trust Accounts, both recommended in the Report.

As to the first, if it be thought that the same or similar good effects are likely to arise, let the mode recommended in the Observations or any other be tried. The Committee are not wedded to their Opinions, and if any plan, less liable to objections, general or particular, be adopted, and shall prove successful, there are none of those connected in the Trust with them, that will more sincerely rejoice than themselves. As to the second, if the Trustees think the mode of keeping the Accounts hitherto in use sufficient, the Committee will yield, with deference, to such Opinion, though their own must remain unshaken; that in a great Concern like this, made up of so many branches, all converging to one centre, and referable, and as the Committee think they should be constantly referred to one Balance sheet laid annually before the Trustees: the mode of keeping the Accounts cannot be too carefully guarded against error, and the Expense thereby incurred would produce gain, and not loss, to the general interest.

1st August 1815.

APPENDIX. No. 1.

Resolutions of the General Meeting of 7th September, 1812.

Resolved, that a Committee be appointed, consisting of the several Treasurers, and five other Commissioners, three of whom shall be a quorum.

That said Committee do ascertain from the Books, Accounts, and Vouchers of the general Trust, what was the total Amount of the general Income, Expenditure, and Debt (*whether arising on Tickets or otherwise*) of all the Roads *for* the last year, ending the 24th day of June last.

Also, that said Committee do ascertain what was the total Amount of Income, Expenditure, and Debt *for* the years 1802, 1805, and 1808, respectively ; and for such other intervening and subsequent years as they may think proper.

Also, that said Committee do ascertain what was the Amount of the Tolls and Expenditure of each of the Roads *for* the years 1809, 1810,

and 1811 respectively ; distinguishing, if possible, the Amount expended in Repairs, and the Amount expended in Improvements.

That the said Committee do make a Report of the before-mentioned particulars at the next, or some other General Meeting of the Commissioners: together with their opinion as to the best measures to be taken for providing for the liquidation of the present Debt, and for preventing further accumulations.

That the several Treasurers, with Messrs. Thomas Jones, Mr. Birch, Mr. Goldney, Mr. Henry Weare, and Mr. Græme, do form the said Committee, with power to employ such Accountants as they may think proper, at the Expense of the General Fund.

APPENDIX. No. 2.

The Accountant's Explanation of the Principles upon which the Statement attached to the Report was formed, as laid by him before the Committee on the 3rd of December, 1814.

The Income and Expenditure are not the Amounts received and paid *in* each year, but the Amount of the Income *for* each year, and Expenditure *for* each year, so far as the same can be ascertained.

If the receipts and payments in each year had been adopted as the income of and expense incurred *for* each year (in addition to the various sources of erroneous results already verbally described by the Accountant) the various sums received by the Treasurer of one Road, from another Treasurer upon the same Road, or upon any other Road, would have appeared, as to the Road paying the money, as an *Expense incurred* by that Road ; and as to the Road receiving the money, as *Income* arising upon such Road.

Where the vouchers for payments are missing, or do not express the time when the goods were supplied, or the work was done ; the expense has been arranged, as incurred in the year when the payment was made.

The chief part of the Income and Disbursements being entered monthly or weekly in the Treasurers' books, and being made up to the end of the month or week previous to 24th June, or to the end of the month or week in which 24th June occurs, that arrangement has not been disturbed, so that the years in the statement are generally a few days longer or shorter than the actual year, as to those matters ; whilst at the same time each year comprises one year's Interest and Salaries.

As all the entries in the Treasurers' books do not specify for what particular periods the composition monies were collected, apportionments have in most cases been made, in which the arrears in June, 1802, and in June, 1812, have not been estimated as Debts due at those periods to the Roads.

It appears that Messrs. Osborne's bills against the Brislington Road, and against the Whitchurch Road, for several years previous to June 1812, were not paid at the time the Treasurers' books were abstracted for the purpose of making

the statement ; and it is possible that other debts might have been then due from all the roads, so that the expenditure for, and the debt at the end of several of the latter years of the statement, will be somewhat less on this score than the actual Accounts.—Messrs. Osborne's bills have also in some cases necessarily been apportioned between the several years in which they are supposed to have been incurred.

It is also understood that Messrs. Osborne's bills to a considerable amount were paid about the year 1807, by the Treasurer of the Stapleton and Mangotsfield Road, and omitted to be charged by him which makes the expenditure of the several years to which such bills relate, and the Debt at the end of every year since their commencement, erroneous in the statement.

The Accounts of the General Treasurer as to the 5 per Cents. on the Net Receipts, and as to the Interest money have not been obtained ; and in consequence of the difficulties in the way of ascertaining the arrears in June, 1802, and in June, 1812, of the 5 per Cents, and as the sums paid to the General Treasurer on that account have been calculated by different Treasurers in different modes, the monies so paid to the General Treasurer, are estimated as still in the

hands of the Treasurers of the several Roads, which puts all the Roads upon the same footing in that respect.

The following is a list of the sums which appear to have been paid to the General Treasurer on account of the 5 per Cents. during the period of the statement.

£143 3 3	Aust	£212 6 2
and 69 2 11		0 0 0
£24 5 3	Bitton, &c.....	0 0 0
300 0 0		0 0 0
48 6 0	Brislington, &c...	0 0 0
49 4 0		0 0 0
and 200 0 0	Horfield.....	621 15 3
		and 155 15 7½ probably
	Stapleton, &c ...	paid by Mr.
		Whitchurch..... 0 0 0
		Webb's Executors in
		1803.
		£1069 10 1
	Winford, &c...	0 0 0
		£

The Accounts of Mr. Webb, the late Treasurer of the Stone-Gate, cannot be found; and the statement of the Horfield-Road for the years 1802-3, is therefore incorrect; Mr. Watkins began June 1803, and it appears that Mr. Webb's Account was examined 27th January, 1804; and the balance due from him found to be £155. 15s. 7½d. which his Executors were requested to pay to the General Treasurer.

The balance of Mr. Webb's Account to June 1802, has been taken at an apportionment of the increase of the balance in his hands between June 1801, and June 1803, and a moiety of such increase has been added to the Income of the Horfield Road for the year 1802, 3, so that the amount of his Expenditure for that year, if added to the amount of Income in the statement, and also to the amount of expenditure, would make the statement nearly correct ; the total of income and expenditure upon all the Roads for that year, and of that Road for the whole period of the statement being also similarly altered.

The several petty, and other errors in the books, have been adopted and not corrected in the statement.

It would have been a great advantage to have had all the Treasurers' books together for the purpose of examining the extracts made from them when lent by the Treasurers, as finally arranged preparatory to making the statement ; as that appeared impracticable the statement is completed without such examination, but it is not apprehended that any material error exists, or that the advantages of such an examination would have been adequate to the expense with which it would have been attended.

APPENDIX. No. 4.

Extracts from a Report laid before a General Meeting on the State of the Roads in 1815.

GENERAL REMARKS.

1st.—Strength of the Road.

“ I did not find any one of the Surveyors in
“ the least degree acquainted with this most
“ material particular, nor had they any idea of
“ its usefulness or the mode of ascertaining it.

“ From this error has proceeded the great
“ unnecessary expense of making additions to
“ the strength of the roads, before there was
“ any occasion for them; in proof of which I
“ beg leave to call the attention of the Com-
“ missioners to the Bitton and Whitchurch
“ roads, which, it may be observed, are the
“ strongest roads in the district; yet the largest
“ sums have been expended the last summer in
“ adding to their strength of any of the roads.
“ The sums so unnecessarily expended, would
“ have given these roads a good and sufficient
“ repair twice, which ought to have sufficed

" for five or six years to keep them in good order for use; yet both roads are at present in very bad condition, particularly that of Whitchurch."

On smoothness of the surface I request leave to remark, that smoothness is equally connected with use and economy. A smooth road is not only the most useful, but the most lasting. Carriages passing over a smooth surface do little comparative damage to the road, while they are drawn by less exertion of animal strength.

The smoothness of the surface depends on the preparation and distribution of the materials, and is therefore entirely in the power of the road-maker. I recapitulate the average sizes of the stone now used on the different roads of this district, and the depth of metal, where pitted.

	Weight.
Rownham.....	7 Oz ... Depth of Metal, 3 to 7 inches.
Stapleton	11...Not Pitted.
Shirehampton.....	12... ditto.
Passage	12... ditto.
Ashton.....	12...Depth of Metal, 8 to 8½ inches.
Whitchurch...	18.....ditto. ditto, 7 to 14 ditto.
Bitton and Toghill.....	18
Towards Cross	21 Westward, Eastward, 12 Oz. }
	Depth of Metal, 7 to 8½ inches. }
Dundry.....	23... Depth of Metal, 12 inches.
Brislington	27... ditto. ditto. 8 to 8½ ditto.

The state of disrepair, and the amount of expense on the several roads will be found in a pretty exact proportion to the size of the materials used. The last five numbers are in the worst state, without any apparent great difference in other circumstances. But this will be better understood by a comparison of two parts of the same road, made with the same materials.

No. 3. The Road towards Cross.

The east end of this road is well attended, and the average size of the stone used is 12 ounces.

The west end is very ill attended, and the average size of the stone used is 21 ounces.

The state of repair on the two parts of this road is very different, that on the east is good, that on the west is very bad. On the subject of expense I am not informed, but I beg leave to refer the Commissioners to the very intelligent Gentleman who acts as Treasurer.

3rd.—Estimation of Expense.

" I have found it impossible to obtain correct
 " information respecting the repair of the roads,
 " as applicable to any given measurement.
 " The Surveyors seem never to have enquired
 " how much labour was requisite for a given
 " quantum of work, nor to have made any

" estimate of it, by which a check might, and
 " ought constantly to have been kept over the
 " expenditure. Neither have I found any
 " certain information of the quantity of stone
 " used (with the exception of the Bitton and
 " Toghill roads) so as to compare and check
 " unnecessary expense in that article."

I consider the want of this necessary information, and the consequent defect of check on expenditure, to have been a fruitful source of waste of the road funds. Such information would also be an excellent guide in bringing the whole expenditure under contracts, which, it is to be hoped, the Commissioners will not lose sight of.

It is much to be lamented that the Surveyors are so very defective in information on these subjects, and have given them so little attention. While the Commissioners have under consideration the most effective mode of amending the condition of the roads, and economising the expenditure, it will be proper to advert to the amelioration of the funds by regulations of the Statute Labour.

On this very interesting part of the enquiry into the state of the roads and funds, I have found it very difficult to obtain the information necessary to form an opinion; but I believe

from all I can learn on the subject, that the advantage derived by the roads from this impost, bears no adequate proportion to the burden laid upon the agricultural interest of the District; and that the grievance is increased by the mode in which the Law, as it stands, permits the enforcement of the duties required.

It may be an object worthy the serious attention of the Commissioners, to cause a Report to be laid before them, on the state of this part of their income, and the mode of levying it, with a view to rendering it more efficient to the roads, and less burdensome to agriculture.

At the same time, a Report may be made on several other regulations, that may be usefully introduced into the renewed Act of Parliament in respect to the repair and preservation of the roads, especially on the subject of obstructions and nuisances.

APPENDIX. No. 5.

Queries proposed to the Surveyors in the Bristol District, in March 1816.

How long Employed	
Wages	
Description of Division.	
Length	
Breadth	
Depth of Stoning	
Whether under Contract	
Stone in the Quarry	
Stone by side of the Road	
Stone quarried by Contract ..	
Cartage by Contract	
Quantity of Stone used per Annum	
Stone broken by Contract	
Size of Stone used in last Repair	
Number of Men Employed ..	

APPENDIX. No. 6.

THE WHOLE SERIES.

Report to the General Meeting of Commissioners.

3d March 1816.

IN pursuance of the object of the General Meeting in the appointment of a General Surveyor, made on the 15th of January, 1816, I proceeded to issue on the 20th and 25th of January a circular letter and questions to all the Surveyors of Divisions.

Reports and answers to these questions have been returned to me, and from these documents I have prepared an abstract, and from the abstract a general statement of expense, inclusive of incidents, of the different Roads under the care of the four separate Meetings of Commissioners, all of which are added to this Report by way of Appendix.

The severity of the weather since the date of receiving all the Reports, has put it out of my power to give so perfect an inspection as I intended, for the purpose of checking the state-

ments of the Surveyors, previous to this Meeting; but from what I have been able to effect, in the way of inspection, I believe the Meeting may consider the Reports as correct for all the purposes of their present deliberations.

With the exception of seven miles of the Winford Road, a small proportion of the Bitton Road, and some particular parts of the other Roads of small extent, I may report, that the Roads in this District are in a good state of strength, and that there are sufficient quantities of stone already quarried, and a large proportion carted, to last for the present year, and that no expense will be required for quarrying, and very little for carting, during next summer, except in particular places, where the stone may have been imperfectly laid down, on parts of the Roads where it is not immediately wanted, and from which it may be more expensive to remove it than to provide stone from the quarries.

The principal expense, therefore, will be occasioned in the ensuing season, by attention to the surface of the Roads, which, in many parts of the District, are in a very rough and bad state. For remedy of this evil, I propose to lift and relay the surface of the Road to the depth of three inches, breaking the stones, so as none

of them shall exceed six ounces, and to lay the whole smooth and level.

This operation has been begun in two or three places experimentally, and, as far as can be judged, successfully. The expense will be about threepence per square yard, and supposing the average breadth of the Road to be six yards, will be 1s. 6d. per running yard, or £132 per mile.

I have directed the Surveyors to make a return of the quantity of Road in each division that will require repair, with a view to a probable estimate of expense for the ensuing season, but the Reports have not yet been received into the Office. I can only, therefore, guess at the probable extent of such repair, which I estimate at about one third part of the whole Roads in the District, or about 50 miles, which, at the above rate of contracting, will amount to £6,600, to which may be added, about £2,000 more for additional stone where wanted.

The considerable difference of expense on the several lines of Road will not escape the notice of the Meeting, on investigation of the cause may lead to a more equal expenditure, by a reduction of whatever appears superfluous, or by the adoption of a better system, where the method may be susceptible of improvement.

There have been Meetings on the Winford, Ashton, Aust, Horfield, and the Stapleton and Mangotsfield Roads, since the General Meeting in January. At these Division Meetings the Surveyors were directed to take their future orders from me, and I was directed to take the Surveyors under my orders for the purpose of seeing the commands of the Commissioners carried into execution.

There has been no Meeting of the Commissioners on the Brislington and Whitchurch Roads, I have not therefore had authority over the Surveyors on these Roads, but I have had Reports made by both in consequence of the printed letter and questions, through the favour of the Treasurer, which enables me to present the abstract in a complete form.

The subject of the Statute Labour on the compositions for that service did not seem within the scope of the duties prescribed for me by the General Meeting, but it seems to be the opinion of several of the Treasurers, that the public service would be promoted by my receiving the orders of this Meeting, to enquire into the state of this material part of the Funds. I shall hope that the Gentlemen who made the suggestion will be present this day, and will explain to the Commissioners their opinions, and

that the Meeting will take the subject under consideration, and make such order upon it as they may deem proper.

When considering the amount of expense in repair of the roads, it would have been satisfactory to have been able to state the amount of applicable Funds by reporting :

1st. What net sum arising from the Tolls will remain for repair of the Roads and reduction of the debt, after paying the interest of the debt.

2nd. How much may be the amount of Parochial Statute Labour in aid of the Turnpikes.

But I am not possessed of means of making any report on the subject of the Finances of the Trust, yet there seems to be a natural connection between the executive operations and the Funds by which they are to be supported, which may induce this Meeting to consider of some regulations, by which these subjects may hereafter be brought under review at the same time.

Report to the General Meeting.

Bristol, 3rd June, 1816.

IN reporting to this Meeting, I beg leave to call the attention of the Commissioners to the

amount of the Finances of the Trust applicable to the repair of the Roads :

Revenue from Turnpikes	£15,641
Revenue from Statute Labour.....	2,445
	<hr/>
	£18,086
Suppose Interest of Debt to be... £2,100}	
Incidents	900}
	<hr/>
	£15,086

The disposable revenue will in round numbers, be about £15,000. or a fraction above £100. per mile, per annum.

Under a proper management, and with strict economy, this sum is more than sufficient for the purpose, and a large surplus ought to remain for payment of the debt.

It becomes my duty to submit to this Meeting that such management of the Funds of the Trust, as may be proper for the attainment of those desirable objects, must be preceded by a change of system in the regulation of payments, and in the qualities and duties of Surveyors.

Surveyors ought to be exclusively the servants of the Commissioners, and for that purpose a distinct arrangement ought to be insisted upon, that they be not connected directly or indirectly in any other occupation. The number of Surveyors may be advantageously diminished,

and a better and more convenient distribution of their divisions may be made.

This regulation will include an increase of salary and of duty. Surveyors ought to be removed from the overpowering temptation of having the public money pass through their hands.

A mode of payment by which the public money may pass in the shortest and most direct manner from the hands of the Treasurers to those who have a right to receive the same, will be found the most economical.

Upon the subject of contracts, I have to report, that the Commissioners, who particularly take charge of the Aust and Horfield Roads, have thought it expedient, on my report, to vacate most of their contracts. The necessity and propriety of vacating those contracts did not proceed from any opinion of the measure of contracting being in itself injudicious, but from the inadequacy of the stipulations of the agreements; whereby it was impossible to enforce the observance of the engagements to any beneficial purpose. Contracts ought to be made under stipulations so defined, in authentic and legal form, with sufficient surety as to preclude the possibility of evasion. Partial contracts may be advantageously made, and I have taken

all the measures in my power for that purpose. And as soon as the error and opposition of the Surveyors shall be surmounted, and they shall cease to have an interest opposite to that of the Public, every expenditure may be profitably made under contract.

As I have the honour to attend this meeting, I am ready to give verbal explanation to the Commissioners.

Report to a General Meeting.

Bristol, 3rd December, 1816.

SINCE I had the honor to report to this Meeting on the 2nd September last, considerable progress has been made in repair of the roads in the District.

Those Roads that were in the worst state have been made good, others that were in a passable state have been amended, and generally I can report, that there is no road in the District in very bad condition, with the exception of about three miles of the Whitchurch Road.

The Whitchurch Road was given into my care on the 19th September, and about the 1st of October, the funds were settled for the re-

pair; since which time it has been put into good order, with the exception of about three miles above mentioned, for which the funds were inadequate.

The very unfavourable season has been in some degree compensated by the unusual proportion of unemployed labourers; for which reason, the work has been performed at less expense, and in a shorter time, than would have been possible during the continuance of the war.

Notwithstanding the great scale of improvement which it was necessary to adopt, for the purpose of getting the roads into a smooth, solid, and even state previous to the winter, there is reason to believe, that the expense will not exceed the usual annual expenditure.

Some trials have been made to form separate contracts for the labour, the stone, and the cartage.

When these contracts have had the test of the experience of one winter, it will be profitable to let the whole District, in order to ascertain positively the sum of the expenditure.

In obedience to the orders of the Commissioners, I took considerable pains in the investigation of the accounts of the Statute Labour, for the years 1813 and 1814, but I found it

altogether impossible to arrive at any satisfactory result, as to the amount of revenue derived from this source during those years. The accounts, in their nature much confused, have been rendered more so, by the method in which they have been kept, by various modes of proceeding in different parishes, from mistaken interpretations of the law, and possibly from improper practices.

I have therefore taken up the account of September, 1815, and have had a book prepared, containing a particular account of the Statute Labour of the whole District, taken from the altered list of the year, ending September, 1816, showing the valuation of each individual property, and name of the possessor, with blanks for the purpose of recording the discharge, whether in work or in money. And for the purpose of making the record correct, the Surveyors are required to give in, every second week, with their other accounts, a statement of all the Statute Labour due, or money paid as composition.

By these means an account with 5600 individuals will be kept in such a manner as will control negligence in calculations, and abate many and great abuses, by which it is too probable, this part of the road revenue has been greatly injured.

In compliance with the orders of the Commissioners, Printed Notices have been put up at the Turnpike Gates, and at all places of public resort in the District, warning the drivers of carts and carriages against injuring the footway, riding in their carts without reins, and against neglecting the care of their horses on the roads.

Particular orders were given to the Surveyors for execution of these orders. Some particular cases, attended with circumstances of aggravation, have been represented to the Magistrates, and punished; an improvement of order and the police of the roads has been the consequence.

Report to a General Meeting.

Bristol, 3d March, 1817.

Since I had the honour of reporting to the Commissioners on the 3d December, 1815; the season of the year and the particular unsettled state of the weather, have been very unfavourable to the progress of improvement on the roads. Nevertheless, they have been preserved in as good a state as when last reported on;

and several parts have been very considerably improved, particularly the Whitchurch road; the repair of which commenced on the 1st of October. This road has been almost entirely new made, and is now in very good condition.

It is very satisfactory to consider, that while all the other roads in the Kingdom have become ruinous during the past very untoward season, those of this district have been gradually amending; and that at the end of a year so unfavourable for all kinds of country work, they are in better condition than at the commencement.

I calculate, that of the 144 miles of road in this District, about 100 have been entirely newly formed, and well repaired in the last year; of those parts of the roads which it was impossible, with the means and in the time, to submit to that operation, some have become worse during the Winter, but as that part forms but a small proportion of the District, a short time in the present season will bring the whole into a good state.

The conducting of the water courses had been almost entirely neglected, and the expense of the past year has been considerably increased by the necessary attention to this important object, which is not even yet completed in the most advantageous manner for the roads.

Considerable sums of arrears of former years have also unavoidably been intermixed with the accounts of the present. It is hoped the present method of keeping the accounts will prevent such arrears in future.

When the difficulties and embarrassments thrown in the way of improvement by some of the Surveyors in the early part of my charge, the delay occasioned by instructing others, and training workmen to the service of the roads, with the greatness of the sum necessarily required for the new formation and repair of so large a proportion of the worst parts of the roads, are taken into consideration, I flatter myself the Commissioners will think the expenditure has been moderate.

I subjoin a statement of the expense incurred in the year ending 22d February, 1817, by which the Commissioners will see, that the amount of the sum disbursed will not exceed that of the preceding year, and that the expenditure is considerably within the income of the Trust.

The actual expenditure for repairs in 52 weeks ending 22d February, 1817, is about £11,300. in the whole District of 144 miles; and the Commissioners may look forward to a great diminution of that expense in the ensuing year, should the present system be steadily pursued

As I confidently expect, by the end of the next year, the roads will be all new formed, and in a proper state of strength and repair, it is my opinion, that a sum, about £8000. per annum will be sufficient, thenceforward, to keep them in the same good condition, if I shall continue to receive the same liberal support I have hitherto experienced from the Commissioners of the Bristol district.

I beg leave most earnestly to call the attention of the Commissioners to the subject of the Statute Labour, as a part of the Funds of the Trust.

The amount of this part of the road revenue is nominally about £2,500. but I cannot consider it really producing half that sum.

The law, as relating to Statute Labour, is defective, and a system of executing it has obtained, that occasions the revenue being more unproductive. Almost every Parish and Tything has given an interpretation to the law different from the rest. The collection being made the duty of the Turnpike Surveyor, also operates injuriously to the Trust, the duties of Collector and Surveyor being incompatible.

I submit to the consideration of the Commissioners the expediency of sanctioning, by a resolution of a General Meeting, the principle of

having the collection of Statute Labour, made by persons appointed for the purpose, and to whom a poundage should be allowed, referring the detail to the several Treasurers.

I have great pleasure in bearing testimony to the zeal and good conduct of the present Surveyors, who have continued to pay the greatest attention to their duties.

Report to a General Meeting.

Bristol, 3d June, 1817.

SINCE I had the honor of reporting to the Meeting of Commissioners on the 2nd of March last, the amendment of the Roads has proceeded with success, and at present there are no parts of the Road of the Bristol District in a bad state.

Much has been done in partial improvements, which have altogether amounted to a considerable sum ; several such improvements are still necessary, and some of the small Bridges require to be lengthened in the Arches, in order to lead the Roads to them more commodiously, and to widen the Road-way on the Bridges.

The statement of the Income and Expendi-

ture of the Year, now made up to March 25th, presents a very satisfactory result.

In the last Year a sum equal to nearly five times that of the preceding Year, has been paid into the five per cent. fund.

A Floating Debt which did not appear in the printed annual Account of last Year, but which amounted to £1,400, has been paid off.

The balance of Treasurers Accounts, which last Year shewed the Trust to be indebted to the Treasurers, in the whole £356, are now so much on the other side, that your Treasurers have on the whole amount a balance of £614 in hand; and this balance is efficient, because the Floating Debt is now reduced to the smallest sum possible under the circumstances of a business so extended.

In addition to which, I have to congratulate the Commissioners on a reduction of the principal debt in the sum of £729, and that Turnpike Tickets, which were at a discount, are now on demand at par.

*Report to a General Meeting.**Bristol, 3rd June, 1818.*

SINCE I had the honour to report to the Commissioners on the 3rd June, 1817, the business of the roads has gone on successfully, and they have been kept in unvariable good repair, under the present system of management, notwithstanding the roads having been tried by all the vicissitudes of the most unfavourable seasons ever known.

Several valuable improvements have also been made in different parts of the District; the very promising state of the finances having induced the Commissioners to employ great part of the savings of their income for that purpose, instead of applying the whole to the liquidation of the principal debt of the Trust. This great debt has, however, been diminished nearly £500. while the sum expended on the permanent improvements greatly exceed £1,500.

On the 25th March, 1818, there was a balance in the hands of each of the Treasurers, with exception of the Bitton and Toghill Road, and the balance due to that Treasurer has been

diminished, upon the whole account there remained

In the hands of the Treasurers on the 25th March, 1818.....	£1,987 14 5
In the hands of the General Treasurer from the 5 per Ct. fund... £502 5 11	
Due from the Whitchurch road to the 5 per Ct. fund, and included in the general debt..... 300 0 0	802 5 11
Balance in hand, 25th March, 1818.....	<u>£2,790 0 4</u>

It is very gratifying to report to the Commissioners this material amelioration of the funds during the present year, when the income of the Trust has suffered a diminution of £425. 5s. occasioned probably by the depression of Trade throughout the Country.

I have great pleasure in being able to continue to give a favourable report of the conduct of the Sub-Surveyors.

APPENDIX. No. 7.

*At a General Meeting of the Trustees on the
Fourth day of December, 1815, at the Guild-
hall, Bristol.*

Present.—Mr. Thomas Daniel, in the Chair.

Mr. Richard Bright	Mr. George Daubeney
Mr. Charles Hill	Mr. Gabriel Goldney
Mr. G. W. Braikenridge	Mr. T. Frampton
Mr. John Hurle	Mr. G. P. Seymour
Mr. Thomas Palmer	Mr. Israel Lewis
Mr. Benjamin Milward	Mr. Thomas Graeme
Mr. Thomas Protheroe	Mr. J. L. Mac Adam
Mr. Joseph Metford	Mr. Thomas Cole
Mr. Thomas Hellicar	Mr. John Haythorne.
Mr. —— Lloyd	

[Extract.]

A Report, made by Mr. John Loudon Mac Adam at the request of the General Treasurer, of the state of the Roads in June and July last, was read by the Chairman; for which the thanks of the Meeting were voted to Mr. M'Adam.

Mr. Richard Bright moved, that for the purpose of pursuing a more uniform, effectual, and economical system of management and repair of the several Roads included in the Bristol Turnpike Act, one General Surveyor for the Bristol District of Roads be triennially appointed. The duties of such General Surveyor to be, to attend the meetings of the Trustees for the care of the several Roads, and to report to them every thing which respects the actual state of such Roads respectively, together with his observations thereon, and opinion as to all necessary reparations or improvements ;—to form the specification of all contracts, and to carry into effect the resolutions and directions of such separate Meetings, or as the case may be, of the General Meetings of the Trustees in regard to repairs, alterations and improvements on the said Roads :—to attend all General Meetings ;—to give such information as may be required of him ;—to make himself fully acquainted with the state of repair and the local circumstances, in respect to materials, carriage and labour of each separate Road ;—to visit each Road in its whole extent as frequently as time will permit, and direct and superintend all the particular Surveyors appointed by the separate Meetings,

and on the first Monday in March, in every year, to present a written Report to the General Meeting of the state of each separate Road under his Survey;—which being seconded by Mr. Græme, was passed unanimously in the affirmative. And Resolved, that such General Surveyor be subject to removal for good and sufficient cause at any Quarterly General Meeting; notice being given to that effect at a previous Quarterly Meeting.

Mr. Græme moved, that it be recommended to the next General Meeting that the Salary to be given to the Person appointed to that Office, be a sum not exceeding £400 per annum, which being seconded by Mr. John Haythorne, was carried in the affirmative unanimously.

Mr. Græme also moved, that Mr. John Loudon M'Adam be the Person recommended to the Office of General Surveyor, to the next General Meeting of the Trustees, which being seconded by Mr. Charles Hill, was unanimously carried in the affirmative.

At a General Meeting of the Trustees on the 3rd day of March, 1817, at the Guildhall, in the City of Bristol.

Present.—John Haythorne, Esq. Mayor,
in the Chair.

Thomas Daniel, Esq.	James George, Jun.
Sir Richard Vaughan	Rev. Henry Shute
Major Groves	Charles Ludlow Walker
Joseph Metford, Jun.	Mr. Levi Ames, Jun.
Charles Everett	Mr. George Jones.
Rev. Mr. Shipton	

A Report of Mr. M'Adam, the General Surveyor, having been read, this Meeting is of opinion that such Report is highly satisfactory; and it is ordered that the same be copied at the end of these proceedings.

The Meeting having proceeded to consider the remuneration made to Mr. M'Adam, and having taken into consideration the many valuable services which he has rendered to the Trust, and the expenses which he necessarily incurs in keeping a Carriage and Horses,—it is ordered, that the Salary at present paid to Mr. M'Adam be extended to the 25th day of March instant, and from that time that the same be increased to £500 per annum, exclusive of his Clerk's Salary.

*At a General Meeting of the Trustees, on the
7th day of December, 1818, at the Guildhall,
Bristol,*

Present.—Mr. Daniel, in the Chair.

Mr. Fowler	Mr. Chadwick
Mr. Gardiner	Mr. Fripp, Jun.
Mr. Metford, Jun.	Mr. Drummond
Mr. Harford	Mr. Seymour
Rev. Mr. Edwards	Mr. Græme
Mr. Seyer	Mr. Hassell.

It appearing that under the triennial appointment of Mr. M'Adam, his Office as General Surveyor will cease on the 16th day of January next,—Ordered unanimously, that he be again appointed to that Office for a further term of three years, at the same Salary.

Resolved unanimously, that the thanks of this Meeting be given to Mr. M'Adam, for the zeal and ability with which he has executed the very arduous duties of his Office, from which it appears to this Meeting, that the most important advantages have resulted to the Roads under his care.

Resolved unanimously, that the foregoing Resolutions be inserted in the Public Papers.

*At a General Meeting of the Trustees held at
the Guildhall, on Monday, the 22nd March,
1819, pursuant to adjournment.*

*Present.—The Right Worshipful Henry Brooke,
Mayor, in the Chair.*

Sir Richard Vaughan	Mr. Kington, Jun.
Lord de Clifford	Mr. Chas. L. Walker
Sir Henry Lippincott	Mr. Yates
Mr. Bright	Mr. J. W. Cater, Jun.
Mr. Phippen	Mr. Clayfield
Mr. Drummond	Mr. James Browne
Mr. James Fowler	Sir Hugh Smyth
Mr. Baller	Mr. Levi Ames, Junr.
Mr. Milward	Rev. Mr. Seyer
Rev. Mr. Greville	Mr. R. B. Simmons
Mr. W. D. Brice	Mr. William Fripp
Mr. Hurle	Mr. Edward Brice
Mr. S. P. Peach	Mr. Sampson
General Nedham	Mr. Charles Hill
Rev. Mr. Shute	Mr. Parker
Mr. Seymour	Mr. Thomas Protheroe
Mr. Chadwick	Mr. Stephen Cave
Rev. Mr. Edwards	Mr. J. S. Harford
Mr. J. George, Jun.	Mr. William Fripp, Jun.
Mr. Thomas Jones	Mr. Lloyd
Mr. Thomas Hassell	Mr. Wait

Mr. R. E. Coates	Mr. Charles Harvey
Mr. Henry Browne	Mr. George Ames
Mr. Charles Gore	Mr. Arthur
Mr. George Jones	Mr. Bisdee
Mr. Thomas David	Mr. Whitchurch
Mr. Joseph Hill	Mr. Gutch
Mr. H. Shute, Junr.	Rev. Mr. Sparrow
Mr. Goldney	Mr. Llewelin
Mr. William Perry	Mr. John Gardiner
Mr. Metford	Mr. Robert Bush
Mr. Metford, Junr.	Mr. Thomas Protheroe.
Rev. Mr. Lewis	

[Extract.]

Upon a motion made and seconded that the Resolution of the General Meeting of the Commissioners of February last, " that this Trust be divided into two separate Districts or Trusts, one comprising the Roads in the County of Gloucester, and the other in the County of Somerset, be confirmed and carried into effect," the same was negatived upon a division.

It was moved that so much of the clause, p. 16 of the Bill, as gives to the General Meetings the power of appointing a General Surveyor be struck out, which being seconded and put to the vote, was negatived.

It was then moved that the Thanks of this

Meeting be given to Mr. M'Adam for his judicious conduct and ability in the discharge of his duties as General Surveyor since his first appointment, which being seconded and put to the vote, was carried in the affirmative with one dissentient voice only.

At a General Meeting of the Trustees named and appointed in and by an Act passed in the present Session of Parliament, intituled "An Act for repairing, widening, and improving the several Roads round the City of Bristol; and for making certain new lines of Road to communicate with the same," holden at the Guildhall in the said City of Bristol, on on Friday, the 18th day of June, 1819.

*Present.—*Mr. Thomas Daniel, in the Chair.

Mr. Thomas Græme	Mr. Richard Bright
Mr. Haythorne	Mr. Joseph Parker
Mr. James Fowler	Mr. Thomas Hassell
Mr. Goldney	Mr. Henry Davis
Mr. Daniel Wait	Mr. Phippen
Mr. James Browne	Mr. Metford

Mr. Robert Hassell	Mr. Seymour
Mr. Philip George	Mr. John Savage
Rev. Mr. Edwards	Mr. George Jones
Mr. Drummond	Mr. Thomas Llewellyn
Mr. Chadwick	Mr. Clayfield
Sir Richard Vaughan	Mr. John Cave.

[Extract.]

Resolved,—That John Loudon M'Adam be appointed and continued General Surveyor during pleasure, at the Salary of £500. per annum, exclusive of his Clerk's Salary.

[Copy.]

*At the Office of Roads, Small-Street, Bristol,
14th June, 1822, at a Meeting of the Committee, holden this day:*

Present.—Mr. J. Haythorne.

Mr. Daubeny	Mr. Clayfield
Mr. J. S. Fry	Mr. T. Hassell
Mr. W. Fowler	Mr. Phippen
Mr. Daniel	

The Committee took into consideration the abstract of the Treasurer's Account produced

at the last General Meeting on the 7th inst. ; and were of opinion, after having received the Reports of the Treasurers present, that it would not at present be practicable to reduce the Tolls on either of the Roads, although the Balances in the hands of the Treasurers of the Brislington and Windford Roads appeared to have been high on the 25th of March last ; yet it has been shewn to this Meeting that the improvements now in progress would nearly absorb such Balances. As, however, the income of those Roads considerably exceed the ordinary expenditure, the Committee recommend to the separate Meetings to direct their early attention to the propriety of reducing the Tolls thereon as soon as the present improvements are effected.

The Committee then proceeded to consider whether the General Management of the Roads could be reduced ;—when after mature consideration, and enquiry of the District Treasurers, they were of opinion, that the Roads are in general managed in a very judicious and economical manner ; and it did not appear to them that any reduction of moment could be made in the expenses of the general management of the Trust.

The Committee considered of the Reso-

lution of the last General Meeting respecting the reduction of Interest on the Tickets, and being of opinion that such a measure is both desirable and practicable, they determined to convene a General Meeting on the subject for Monday 24th instant, at the Guildhall, Bristol, to consider the propriety of reducing the interest to 4*l.* 10*s.* per cent. per annum, from 21st December next.

Signed by

Thomas Hassell John Haythorne
Robert Phippen William Fowler
E. Rolle Clayfield G. Daubeny
Thomas Daniel

Guildhall, Bristol, 28th April, 1824.
At a General Meeting of the Bristol Turnpike
Trustees holden this day, specially convened
by public advertisement, for the purpose of
considering of an application for appointing
Mr. Loudon M'Adam to be Joint General
Surveyor of the Roads with his Father.

Present.—Mr. Haythorne, in the Chair.

Mr. Peach Mr. Philip George
Mr. Richard Vaughan Mr. James George

Mr. Seymour	Mr. Gutch
Mr. Metford	Mr. Thomas Stock
Mr. Metford, Junr.	Rev. Mr. Shute
Mr. George Symons	Mr. Bisdee
Rev. Mr. Lewis	Mr. Savage
Mr. M. H. Castle	Mr. William Fripp
Rev. Mr. Mirehouse	Mr. William Fripp, Jun.
Rev. Mr. Grevile	Mr. Robert Bush
Mr. Chadwick	Mr. Trotman, Junr.
Mr. Philip Protheroe	Mr. Goldney
Mr. Thomas Hassell	Mr. Charles L. Walker
Mr. Robert Hassell	Mr. Shute, Junr.
Rev. Mr. Sparrow	Mr. Parker
Mr. Phippen	Mr. J. S. Harford
Mr. Phippen, Junr.	Mr. Clayfield
Rev. Mr. Green	Rev. Mr. Turner
Mr. Daniel (Gn. Tres.)	Mr. Samuel Baller
General Nedham	Mr. Henry Davis

The Letter from Mr. John Loudon M'Adam, General Surveyor, copied at the foot of these proceedings, was read, which being taken into consideration,

*It was resolved unanimously,—*That Mr. Loudon M'Adam, son of the said John Loudon M'Adam, be appointed General Surveyor in conjunction with his said father, upon the terms of the said Letter, and so long only as the said John Loudon M'Adam shall continue General Surveyor of the Trust.

APPENDIX. No. 8.

List of Improvements made on the Bristol District, in the following Years.

1817.

Westbury Hill lowered.

Widening Road and new Gouts near King's Parade.

Lowering Black-boy Hill.

Two new branches of Road on Durdham Down.

Widening, lowering and building Walls at Lamp-black Hill.

New line of Road made near Haviatt's Green.

Lowering and widening Hill at Sidcot Batch.

 Ditto Ditto at Slow Batch at Shiphэм.

 Ditto Ditto at Churchill Batch.

New Conduits, and Road widened near Stapleton Church.

Dam made near Cock Mill to prevent floods.

Lowering Road at Toghill.

Additions made to Whitchurch Bridge.

Widening and lowering risings on Brislington
Common.

Ditto Ditto near Millard's.

1818.

Widening and raising Road, and building Walls
at Stoke Bishop.

Ditto Ditto, at Barrow Quarry.

Ditto Ditto, at Fox and Goose Inn.

Hill cut at Dundry.

Widening Road at Shiphэм, by cutting five
fields, building Walls, and Land purchased.

Widening Road at Ringsworthy, building Walls,
Conduits, and rebuilding the Pools.

Widening and raising Road at Royate.

Walls built at Toghill.

Iron Stop Gates erected at West Street.

New Turnpike House and Gates erected at
Swinford.

Hill lowered at Swinford.

Road widened and large Slip repaired at Whit-
ley Batch.

Road lowered at Belton Hill.

Widening Road on the north side of Durley
Hill.

Ditto, and Walls built at Mr. Powell's, at Bris-
lington.

Ditto, and Foot Path made by Warren's.

1819.

Improving Parish Road from Kingsweston to Henbury, when made Turnpike.

Thornbury Road (two miles) repaired, Bridges lengthened, and Hills cut, when made Turnpike.

Road widened at Aust Pill.

Road widened and raised at Harford's Bridge. Bridge at Wyatt's Farm lengthened, and Hill cut.

Road widened and Hill lowered, at Lulsby Bottom.

Winterbourne Hill lowered and Valley raised. Road raised at Cross Roads to Stapleton and Mangotsfield.

White's Hill lowered and widened, and Walls rebuilt.

Cock Mill Bridge widened, and Walls built.

New Foot Path to Downend made.

New Turnpike House and Gates, with side Walls, built at the Fire-Engine.

Lowering Hill by Golden Heart at Clutton.

Widening and filling up the Road at Corston.

Ditto, by the Quarry Fields and Land at Mr. Lyne's.

Hill at Beggar's Bush lowered.

Ditto near Pill.

In this year 28 miles of new Road were added to the District by the new Act, part on new ground, and part parish roads made turnpike.

1820.

Widening Road and building Walls at Almondsbury.

Improving Parish Road at Clifton, when made Turnpike.

Hill lowered and road widened on Bedminster Down.

Ditto ditto at King's Arms,
Bedminster.

Road widened near Post-Office, Bedminster.

New Road made at Gulcoats-lane.

Road widened near Broadfield Down.

Rook's Bridge widened, and new Walls built.

Ditto, at Millard's Bow at
East Brent.

**Bridges removed and Water Course cleared out
at Gilling's Bow.**

Ditto, at Tarnock Bow.

Ditto, at Burnet House Bow, at Tarnock Common.

Ditto, a Philip's Bow, at Biddisham.

New Road made and Walls built from Rownham.

Road widened near Mr. Sparrow's at Bourton. Whiting Yard Hill lowered.

New Road made at Abbot's Leigh.

New Turnpike House and Walls built at Easton. Foot-path made at Stoke's Croft.

Road widened and Walls rebuilt at Stapleton.

Road and Bridge widened, and Walls built at Hambrook.

Roads widened and Walls built at Bear Grove. Ditto at Winterbourne.

Road widened, new Culverts made, and River cleaned at Cock Mill.

Road at Fish-pond's House widened, and high Walls built.

New Turnpike House and Stop Gate built at Bridge Yeat.

Two miles of new Road from Bitton to Bridge Yeat made.

Long Wall built across the Common.

Widening Road by Watering Place near Whitchurch.

Ditto, and removing Houses near Belton.

Widening Road and Walls built at Corston Ash to Newton Bridge.

Ditto at Saltford.

1821.

Road widened and Walls built at the top of Park Street.

Ditto at Westbury.

Lowering Hill and building Walls at Prince's Buildings, Clifton.

Ditto at Kingsweston Hill.

New branch of Road made on Durdham Down.

Summer Road made of Marsh Common.

Raising Road and large Wall built at the Old Passage.

Ditto, at Cross Hands.

Widening Road and Walls built at Richmond Terrace.

New line of Road made at Horfield.

Road raised at Stoke's Croft.

Road widened and Hill lowered at Barrow House.

Coronation Road (two miles) made, Bridge built, Wall erected along the line, and Land purchased.

Tan Yard Bridge and Road widened at Wear.

New Bridge at Cross, part built.

Road widened and Hill lowered at Shute Shelf.

Road widened and Walls built at Cross.

Ditto ditto near Mr. Lewis's, at Ashton.

Ditto, at Bakewell.

Road widened and Foot-path and Conduits made at Stapleton.

Foot-path leading to Fish-ponds lowered.

Two Miles of new Road from Bridge Yeat to Hambrook made.

Bridge Yeat Hill lowered and Walls built.

Bridge built and Road raised at Goose Green.

Rodway Hill lowered, Valley raised, Walls and Bridge built.

Wall re-built at Mr. Brice's Plantation.

Land purchased at Oldlands.

Swinford Walls built and Banks removed.

Widening Road South-side of Whitchurch Bridge and Walls built.

Widening Road near School at Ditto.

Ditto near Public-house at Ditto.

Ditto at Cook's Land at Ditto.

Widening Road at Mr. Browning's Field at Corston.

Widening and building Walls West-side of Saltford Hill.

Ditto and new Foot-path made by Skures.

1822.

Widening and lowering Black Horse Hill.

Ditto, Ditto, Cribb's Hill.

New Footpath at Kingsweston Lodge.
Lowering and re-forming Clay-pits Road, when made Turnpike.
Two new Patent Weighing Engines, and Houses erected on the Horfield Road.
Road widened near Red Cow Inn, Bedminster.
New Turnpike House and Gates erected at the end of the Coronation Road.
Bridges on Barrow Common widened.
Road raised near new Toll House at Ashton Hill, lowered at the old Ashton Gate.
Walls built at Horseman's Green Bridge.
Ditto, in front of Mr. Miles's house at Ashton.
New Turnpike House and Gates erected at Luckwell Lane.
Road widened, Land purchased, and Walls built at Cross.
Ditto, ditto, ditto, at Langford.
Ditto at Red Hill, where a Public House was removed.
Hill lowered on Broadfield Down.
New Turnpike House and Gates erected at Cross.
Ditto, ditto, at Sidcot.
Road leading to Hambrook widened and Walls re-built.
Old Gloucester Road repaired.
Crab's Well Hill lowered.

New Turnpike House and Gates, and Boundary Walls erected at Siston Common.

Hill lowered at Downend, Road widened and Valley raised.

Old Bridge at Frenchay widened and raised, Hills cut down, and approaches to Bridge levelled, Road and Walls raised in front of Mr. Brice's House, Conduits and Foot-path made.

Ditto, near Mr. Wadham's.

Walls built at Kingswood Hill.

Arch built at Wick Bridge.

Banks removed, and Walls built at Reddingbourne Hill.

Roads widened and Walls built at Belton Hill.

Ditto, above the Warwick Arms, at Clutton.

Ditto, at Saltford, by Hewlett's.

Ditto, at Mr. Lyne's Cottage.

Widening and filling up hollow way at Corston.

1823.

New line of Road made at Compton.

Road widened and Walls built near Mr. Harford's at Henbury.

New Road made up Bridge Valley.

New Turnpike House and Gates erected on Clifton Down.

Road formed and raised at Redland.
Ditto near London Inn at Bedminster.
Ditto and widened near Farmer Spread's at
Ditto.
Road widened and extensive Walls built at
Abbot's Batch.
Road widened and Walls built at Bourton
Poor House.
Ditto at the end of the Winsford District.
Ditto and Walls built at Winterbourne Hill,
Ditto and Garden Wall rebuilt at Mr. D. Hay-
thorne's.
Road raised and Conduits made near Mr. Mar-
tin's.
Broom Hill lowered and Conduits made.
Toghill Bridge repaired and Walls built.
Ursley Hill cut, new line of road made, and
Walls built, Bridge widened and Valley
raised.
Road widened in Keynsham by removing sev-
eral houses.
Road widened and Walls raised by Mr. Framp-
ton's.
Ditto by Folly Lane, Saltford.

1824.

Road lowered at St. Michael's Hill.

New line of Road made from Cutler's Mills to Stoke's Croft.

Road lowered and widened at Sidcot Batch.

Road raised near Star Inn, Shiphэм.

Road widened at Wear.

New line at Chelvey Batch.

Road raised at end of Gloucester Lane.

Ditto near the Le Beck Inn.

Road widened and Wall rebuilt near the Mason's Arms Inn, Stapleton.

Road raised and Conduits made at Stoke Lodge.

Stapleton Hill lowered, Walls built.

Kendalshire Hill lowered.

Road widened at Stonehill.

Bitton Bridge widened.

Bitton Road widened and House removed.

Brislington Road widened and Walls built near Burslett Lane.

APPENDIX. No. 9.

Statement of the Finances of the Bristol Trust, from the Year 1815 to 1824.

The amount of the Debt at the annual Settlement in March 1816, was	£45,296	9	3
The Debt in March 1824,			
according to the printed Account, was.....	£51,550	13	10
From which deduct Money in hand at that date	4,478	4	5
<hr/>			
Leaves the actual Debt in March 1824—	£47,072	9	5
<hr/>			
Increase of Debt.....	1,836	0	2

In 1819 a new Act of Parliament was obtained, which added 28 miles of road to the Trust, of which part was made upon new ground purchased, and part was Parish Roads widened and re-made.

In the period between March 1816 and March 1824, the old roads of the Trust, 149 miles, have been re-formed, the above 28 miles of road made, and land paid for. Permanent

improvements to a great extent on every line made, which, together, cost above 31,000*l.* all of which sum has been provided for by savings out of the ordinary revenue, except the above sum of 1,836*l.* 0*s.* 2*d.* by which sum the Debt is increased.

Detailed Account of Expenditure on the Bristol Roads from March 1816, to March 1824, made through the Office and under the authority of the General Surveyor.

48 Miles. 1816. Winford,

Dundry, &c. £2,423 3 0

54 ditto. —— Aust and

Horfield 1,966 7 0

54 ditto. —— Stapleton

and Mangotsfield, &c. 3,504 19 0

22 ditto. —— Brisling-

ton and Whitchurch .. 3,373 18 6

————— £11,273 7 6

1817. Winford,

&c. 2,719 15 11

Aust, &c. 2,334 9 0

Stapleton,

&c. 3,248 14 2

Brisling-

ton, &c. 3,661 18 7

————— 11,964 17 8

Carried forward..... £23,238 5 2

Detailed Account brought over..	£23,238	5	2
48 Miles. 1818. Winford			
and Dundry	£2,289	4	11 <i>½</i>
54 ditto. —— Aust and			
Horfield	3,222	18	8
54 ditto. —— Stapleton,			
Mangotsfield, &c.	3,735	19	6
22 ditto. —— Brisling-			
ton and Whitchurch ..	3,104	9	9 <i>½</i>
	—————	—————	12,352
1819. Winford,			12
&c.	2,586	12	8
Aust, &c. 2,177	12	0	
Stapleton,			
&c.	3,804	7	11
Brisling-			
ton, &c.	3,287	5	8
	—————	—————	11,855
1820. Winford,			18
&c.	3,639	7	10
Aust, &c. 2,966	2	2	
Stapleton,			
&c.	4,725	10	4
Brisling-			
ton, &c.	4,353	8	6
	—————	—————	15,684
1821. Winford,			8
&c.	4,497	7	4
Aust, &c. 4,265	10	10	
Stapleton,			
&c.	4,735	5	9
Brisling-			
ton, &c.	5,610	8	9
	—————	—————	19,108
Carried forward.....	£82,239	17	10

Detailed Account brought over...	£82,239 17 10
48 Miles. 1822. Winford, &c.	3,817 10 11
54 ditto. —— Aust, &c. 3,107 16 10	
54 ditto. —— Stapleton, &c.	4,486 11 11
22 ditto. —— Brisling- ton, &c.	4,488 14 7
	15,900 14 3
1823. Winford, &c.	3,773 16 0
Aust, &c. 3,429 3 0	
Stapleton, &c.	4,740 15 11½
Brisling- ton, &c.	4,998 12 2½
	16,942 7 2
	£115,082 19 3

From which deduct amount of permanent
improvements, exclusive of Act of } 28,280 16 0
Parliament..... }
Neat sum for Road Repair in 8 Years.... £86,802 3 3

Being an average per
Annum of £10,850 5 5
And upon 178 Miles, is
per Mile..... 61 0 0

RECAPITULATION.

Winford.....	1816 — £2,428 3 0
	1817 — 2,719 15 11
	1818 — 2,280 4 11 $\frac{1}{2}$
	1819 — 2,586 42 8
	1820 — 3,639 7 10
	1821 — 4,497 7 4
	1822 — 3,817 10 11
	1823 — 3,773 16 0
	£25,751 18 7 $\frac{1}{2}$
Of which, for new Roads and } permanent Improvements .. } <td>5,730 11 2</td>	5,730 11 2
For Road Repair.....	£20,021 7 5 $\frac{1}{2}$
Average in 8 Years per Annum, is	2,502 13 6
On 48 Miles is an average of £52 2 2 per Mile per Annum.	
Aust and Horfield.....	1816 — £1,966 7 0
	1817 — 2,334 9 0
	1818 — 3,222 18 8
	1819 — 2,177 12 0
	1820 — 2,966 2 2
	1821 — 4,265 10 10
	1822 — 3,107 16 10
	1823 — 3,429 3 0
	£23,469 19 6
Of which, for new Roads and } permanent Improvements .. } <td>9,088 17 8</td>	9,088 17 8
For Road Repair.....	£14,381 1 10
Average in 8 Years for Road Repair, 1,797 12 8	
On 54 Miles is an average of £33 5 9 per Mile per Annum.	

Stapleton and Mangotsfield, 1816 — £3,504 19 0
1817 — 3,248 14 2
1818 — 3,735 19 6
1819 — 3,804 7 11
1820 — 4,725 10 4
1821 — 4,735 5 9
1822 — 4,486 11 11
1823 — 4,740 15 11 1/2
£32,982 4 6 1/2

Of which for new Roads and permanent Improvements

For Road Repair .. £25,676 3 9

Average in 8 years for Road Repair, £3,209 10 6

On 54 Miles is an Average of £59 8 8 per Mile per Annum.

Brislington and Whitchurch, 1816 — £3,373 18 6
1817 — 3,661 18 7
1818 — 3,104 9 9 1/2
1819 — 3,287 5 8
1820 — 4,358 8 6
1821 — 5,610 8 9
1822 — 4,488 14 7
1823 — 4,998 12 2 1/2
£32,878 16 7

Of which for new Roads and permanent Improvements

For Road Repair .. £26,950 16 7

Average for Road Repair in 8 years, £3,368 17 1 per Annum.

On 22 Miles is an average of £153 2 7 per Mile per Annum.

Income of the Bristol Trust for the Years ending

149 Miles of Road.	March 1817	£16,742
	1818	16,317
	1819	16,215

During these years the Statute Labour was given in kind, and, by Law, was half of the Statute Labour of the Parishes.

By Act 1819, 28 Miles of road were added to the Trust, making it 177 Miles.	March 1820	£19,733
	1821	21,783
	1822	21,542
	1823	21,678

By the new Act of 1819, the Statute Labour was reduced to a small proportion, and paid in money.

END OF THE SECOND PART.

H. Bryer, Printer,
Bridge Street, Blackfriars.

609278
SBN







